CYCLE NEWS®

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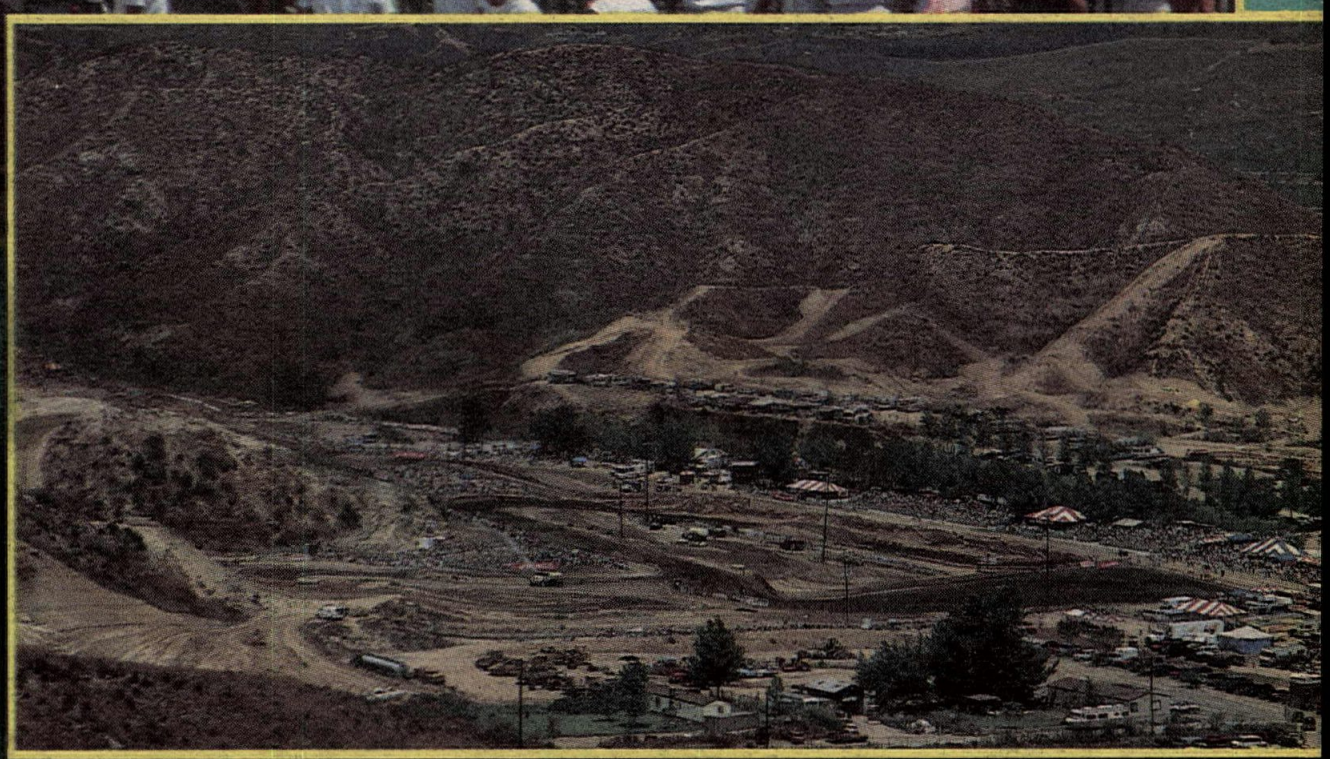
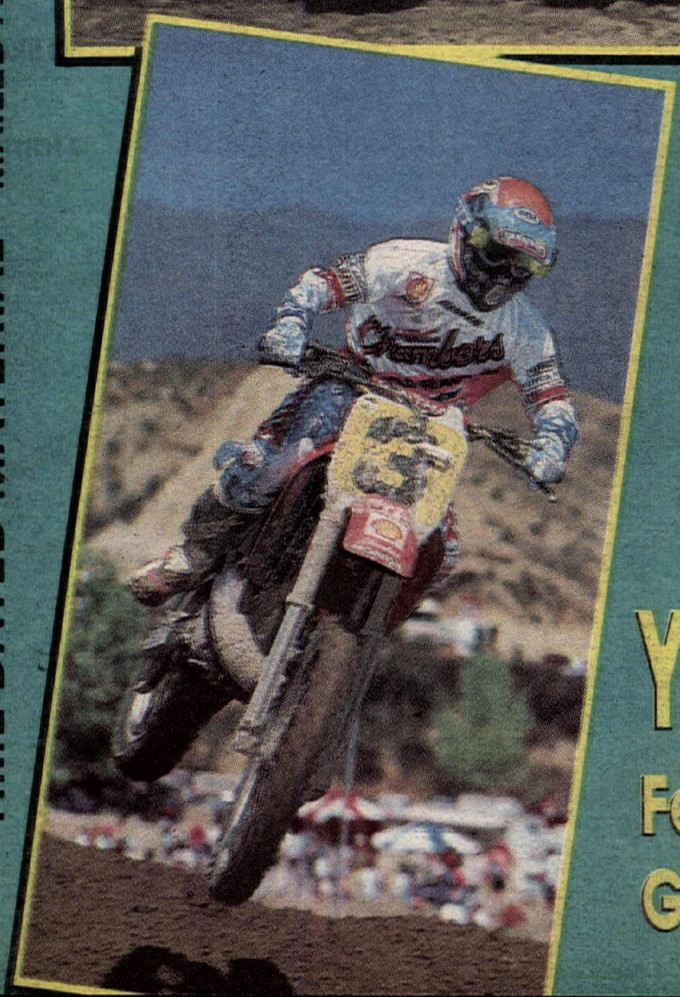
U.S. 500cc Grand Prix preview





Your guide to the Glen Helen GP

Featuring interviews with World Champion Georges Jobe, GP promoter Yvonne Baumann

TIME DATED MATERIAL MAILED AUGUST 13, 1991

IN THE WIND By Papa Wealey

Belgian **Georges Jobe** (Hon) clinched the 500cc MX World Championship at round 10 of the World Championship 500cc MX Series in Folkendange, Luxembourg, August 11, with 3-2 moto finishes that were good for second overall behind England's **David Thorpe** (Kaw), the winner of both motos. Championship rival **Jacky Martens** (KTM) failed to score points in either moto. Martens encountered problems with a foam-filled tire in the first moto and broke a shock in race two. Jobe has an insurmountable lead in the point standings over Martens, 266-223. Martens is assured of second in the final standings as he is 54 points ahead of **Dirk Geukens** (Hon) with only the August 25 U.S. GP in San Bernardino, California, remaining.

Texan **Doug Polen** (Duc) continued to dominate the World Championship Superbike Road Race Series by winning both legs of the August 11 Swedish round at Anderstorp. After a rain delay of over an hour, Polen took over the lead in the first leg on the opening lap and stayed in front the rest of the way. Australian **Rob Phillis** (Kaw) and Belgian **Stephane Mertens** (Duc) exchanged second place throughout the race, but Mertens crashed in the final turn on the last lap while trying to pass Polen for the win. Phillis finished second, with **Fabrizio Pirovano** (Yam) taking third. Polen took over the lead of the second leg on lap three and led the rest of the way. Phillis again finished second, passing fast qualifier **Raymond Roche** (Duc) in the last corner of the final lap. Roche finished third. With six rounds remaining in the series, Polen leads the point standings over Phillis, 217-161. Pirovano is third with 116 points.

Californian **Billy Hamill** powered his way through the August 11 Speedway Semi-Final in Rovno, Russia, to top the race card with 12 points, two more than his nearest rivals, World Champion Swede **Per Jonsson** and his fellow countryman **Jimmy Nilsen**. The performance earned Hamill a starting slot at the August 31 World Championship Speedway Finals in Gothenburg, Sweden. The three other American contenders — **Sam Ermolenko, Ronnie Correy** and **Kelly Moran** — will attempt to qualify in the other Semi-Final which takes place in Germany on August 18.

Garth Sweetland and teammate **Paul Krause** (Kaw) scored the overall win at the HDRA Pahrump Station Nevada 500, in Pahrump, Nevada, August 10. The duo finished the race in 9 hours, 6 minutes and 12 seconds. The runner-up team of **Larry Roeseler** and **Ted Hunnicutt** (Kaw) turned in a time of 9:16.12.

Robbie Reynard (Kaw) and **Ezra Lusk** (Suz) were the big winners at the 16th Annual NMA Coca-Cola Grand National Championship MX in Ponca City, Oklahoma, August 6-11. Reynard won the Minicycle Grand National Championship after winning both the 80cc Stock and Modified classes in the 12-13 year-old age bracket. Lusk captured the Motorcycle Grand National Championship by winning eight consecutive motos in the 125 and 250cc Stock and Modified classes.

Kawasaki Motors Corp., U.S.A. has announced that its **1992 Kawasaki Contingency Plan** will total over **$2.7 million**, an increase of almost $1 million over this year's contingency plan.

Bimota skipped the August 11 Swedish round of the World Championship Superbike Road Race Series and will miss the next two rounds as well in order to concentrate on testing and development of the Tesi 1D close to home base in Rimini. The decision, which comes just as rider Russell Wood was becoming competitive on the hub-center steered creation, could precede a pull-out of the series altogether next season by the small Italian company. Bimota is looking for several changes by the FIM to remain involved in 1992: A reduction of Tesis required for homologation (currently 200 have to be manufactured), changes to the grading list system to enable a wider choice of riders, a restructuring of the payment system for superbike teams to reward those who support the series the most.

Reasoning behind the requests by **Bimota** is, of course, varied. On the homologation issue, considering that Bimota produces only 750 bikes annually, its request concerning the homologation is understandable, although claims by Bimota boss **Giuseppi Morri** that at least one and maybe more of the Japanese manufacturers had not made the required 1000 examples of their 750cc superbike contenders seemed dubious. The changes to the grading list are proposed by Bimota because of the difficulty they had in replacing Vittorio Scatola after he hurt himself at Donington. Bimota talked to several American superbike riders, but because they are not on the World Championship Superbike Series grading list, they could not be considered for the ride.

Team Kawasaki had new brakes to try on the superbikes at the Misano round and for the first time in 18 months of experimentation appeared to make real progress. Both the Brembo four-caliper system mounted on one bike and the ISR six-caliper brakes used on the other were an improvement on anything seen previously. Australian Rob Phillis preferred the Brembo system.

Following a year-long layoff due to a broken wrist, motocrosser **John Kitsch** will return to competition at the AMA Amateur/Youth National Championships at Loretta Lynn's. Kitsch will be competing in the 125cc class, backed by SoCal Surfwear.

The original **On Any Sunday** is once again available on videotape. The Bruce Brown classic, starring **Steve McQueen, Malcolm Smith** and **Mert Lawwill**, is being distributed by Malcolm Smith Racing, a division of Tucker-Rocky Distributing, and is available at motorcycle dealerships.

BMW has simplified its **European Delivery Program** and initiated an **American Delivery Program**. The latter allows a person to purchase a BMW motorcycle at his or her local dealership, but take delivery at a different dealership. Thus, a rider living in New York, who wants to buy a BMW and tour the Rockies, has the option of picking up that motorcycle in Colorado. With the European plan BMW says the money saved by taking delivery of a new BMW in Europe, may save the purchaser up to 10% of the retail price. Plus, BMW offers special travel and airfare packages. BMW dealers can provide detailed information on both the American and European Delivery Program.

Tickets for the rained-out May 25 AMA Regional Championship **Springfield Mile** will be honored at the Saturday, August 31, Regional at the Illinois State Fairgrounds. The following day, the Springfield Mile round of the Camel Pro Series will be run. Tickets for both events are available for credit card purchase (Visa or MasterCard) from the Illinois Motorcycle Dealers Association (IMDA), 217/753-8866. Tickets are also available at IMDA dealers.

Eastern Vintage Motocross Racing (EVMR), an organizer of regional vintage competition on the East Coast has merged with the **American Historic Racing Motorcycle Association** (AHRMA). EVMR founder John Hart of New Jersey becomes AHRMA's northeastern motocross coordinator. Under the arrangement, EVMR members will receive complimentary AHRMA membership from October through the end of 1991. "With EVMR becoming a part of AHRMA, we've taken another important step toward bringing all of vintage racing under a single, unified banner. That can't but be good for the sport," said AHRMA Executive Director **Jeff Smith**.

Motocrosser **Paul Donnelly** suffered fatal injuries in a practice crash in Pomona, California, August 6. Donnelly, 28, worked as a technician for Race Tech and as a Shoei Helmet representative. He is survived by his wife Debbie, father Patrick, brother Kevin, and sisters Helen and Brenda. Cards and letters to the family can be sent c/o Race Tech, 3227 Produce #127, Pomona, CA 91768. Debbie Donnelly is expecting a child and in lieu of flowers, the family requests donations to assist Debbie be sent to either St. Elizabeth Ann Seton Church, 1835 N. Larkvane, Rowland Heights, CA 91748, or to Race Tech.

Team Yamaha motocrosser **Doug Dubach**, a good friend and one-time roommate of Donnelly, heard the

Soichiro Honda, 1906-1991

Soichiro Honda, 84, founder of the Honda Motor Co., died in a Tokyo hospital on Monday, August 5, due to complications from a malfunctioning liver.

Born in 1906, the son of a blacksmith who specialized in bicycle repair, Honda had only completed an elementary school education when he left his family home at the age of 16 to go to work as an automobile mechanic in Tokyo in 1922. He soon became involved in car racing, but his racing career came to an end when he narrowly escaped death in a violent crash at the 1936 All-Japan Speed Rally.

Honda formed his first business, a piston ring manufacturing firm, in 1937. Discovering that he lacked the knowledge needed to operate such a company, Honda attended technical high school and applied lessons learned to his business. Although he absorbed the lessons, he did not bother taking the required examinations and was informed he would not receive a diploma. He said that the diploma "was worth less than a movie theater ticket. A ticket guarantees that you can get into the theater. But a diploma doesn't guarantee that you can make a living."

Japan's involvement in World War II saw Honda's firm become a success but his factory was destroyed by Allied bombing. He eventually sold his stock to Toyota. In 1946, Honda formed the Honda Technical Research Institute and took his first step toward establishing his name as a household one. The company produced mopeds, motor-powered bicycles, utilizing surplus engines.

Honda teamed up with financier Takeo Fujisawa in 1948 and under the name Honda Motor Co., Ltd., they began to develop motorcycles. While Fujisawa took care of the firm's finances, Honda devoted his time to development and manufacturing.

In 1954, Honda issued a public challenge to his engineers that many considered absurd — to win what was then considered to be the ultimate motorcycle race, the Isle of Man TT. It took Honda seven years to win the race.

In 1959, American Honda Motor Co. was formed and the first Honda motorcycles were exported to the U.S. And as they say, the rest is history. Honda motorcycles began to sell in unprecedented numbers in the sixties, and are credited with introducing the two-wheel sport to hundreds of thousands of new American enthusiasts.

Honda began manufacturing cars in 1963. A year later, Honda challenged his engineers again — to compete in Formula One Grand Prix car racing. Honda won its first Formula One GP in just two years.

In the early eighties, Honda became the first Japanese automaker to establish a manufacturing facility in the U.S. In 1990, car production at the Ohio plant reached 468,118, topping the company's exports to the U.S. of 390,761 cars. In Honda's latest fiscal year, 1.9 million cars and 3.4 million motorcycles were produced worldwide, and corporate sales totaled $30.5 billion.

Honda was the president of the company he and vice president Fujisawa founded until both retired in 1973. Honda was named "supreme adviser" in 1977. The firm he founded now operates 70 production facilities in over three-dozen countries and it is the largest motorcycle manufacturer in the world.

Honda is survived by his wife, Sachi, two daughters and a son.

Immediately following Mr. Honda's death, Nobuhiko Kawamoto, president and CEO of Honda, said, "I am too saddened even for words at the sudden and sad news of the passing of Mr. Soichiro Honda. Mr. Honda is not only the founder of Honda Motor Co., Ltd., but the individual who, as a human being and an engineer, taught us the challenge of life without compromise and the real meaning of technology. With a great deal of affection and respect, we called him 'Oyaji-san,' which means 'great father.' Words cannot express the sorrow we feel for his departure. With great admiration for his outstanding life and achievements, may his soul rest in peace."

tragic news on Friday, just two days before the August 11 Spring Creek National MX in Millville, Minnesota. Dubach, who was already in Minnesota for the National, immediately flew back to California and attended Donnelly's funeral on Saturday, August 10. Following the services, Dubach flew back to Minnesota and arrived in Millville late that night.

In last week's coverage of the August 4 Southwick 125/250cc National MX, we reported that defending 125cc National Champion **Guy Cooper** was injured in a press day practice session the Thursday before the race. Cooper crashed on the other side of a blind jump and Suzuki test rider **Bob Hannah** landed on him. According to Cooper, who still sports large black and blue bruises on his lower back, Hannah had no way of knowing that he had crashed and Cooper has no hard feelings towards Hannah. "He shouldn't have been laying down on the job!" joked Hannah.

The 1992 Honda and Yamaha off-road motorcycles will make their **West Coast debut** at the August 17-18 Commotion By The Ocean MX at southern California's Carlsbad Raceway.

According to **Two Brothers Racing** team owner Craig Erion, road racer **Jeff Farmer** has quit the team. Farmer, who was riding a Two Brothers Racing Honda CBR600 in the AMA/CCS 600cc Supersport Series, will be aboard his own CBR600 for the remainder of the series. Two Brothers will continue to field bikes for Canadian **Steve Crevier** and **Freddie Spencer** for the rest of the series; Crevier competes in both the 600cc Supersport and Superbike classes while Spencer concentrates his efforts on the Superbike class.

The **WERA Cycle Jam** at Pocono International Speedway will feature an all-Ducati class, called the **Ducati Challenge**, on Saturday, August 24. The Ghost Motorcycles and Blackman's Motorcycles-sponsored race will have classes for both Novice and Experts and will feature an $1100 purse. For more information contact WERA at 803/681-9372 or Gerry Alden at 207/582-8851.

After scoring his third Camel Pro Series National win of the year at the Rapid City Half Mile, dirt tracker **Ronnie Jones** is enjoying a huge boost in popularity. Following his most recent win, Jones resorted to handing out autographed stickers after running out of photographs. **Bob Corray**, part of the Garvis Honda team that backs Jones joked, "Hey, Ronnie, if you keep riding like this, maybe we *will* have to order more of those pictures!"

New Berlin, New York's Unadilla Valley Sports Center isn't the only place forced to **ban overnight camping** at motocross events due to unruly campers. The Citadel in Namur, Belgium, also banned camping for this year's Belgian 500cc MX GP following unruliness at last year's event which left one spectator dead. An alternative campsite was offered a few miles from the Citadel, but many spectators turned their festivities to the city center the night before the GP and there were clashes with the police, who didn't hesitate to use tear gas on the crowds.

Georgia's **Billy Liles** has agreed on terms to contest the 1992 World Championship 500cc MX Series aboard Kawasakis backed by Johnson, the Belgian cigarette manufacturer.

Willow Springs International Raceway has announced that the Del Amo Motors/Solid Gold Four Hundred will replace the cancelled AMA National on September 20-22. The ARRA-sanctioned race will consist of four, 100-mile races. The first will be limited to motorcycles up to 500cc; the second is for motorcycles up to 600cc and 250cc two-strokes; the third will be for motorcycles no larger than 750cc and the fourth race will have no limitations on engine size. Entry is open to any and all club members and the entry fee will be $75 for each race. There will be a mandatory pit stop for fuel and repairs in the 100-mile race. In addition, a 45-mile sidecar race and two 30-mile Superkart races will be held. For more information contact the ARRA at 805/966-5700 or 805/966-2611.

Road racer **John Choate** was awed by his first trip to Japan where he and teammate Andrew Stroud finished an impressive 13th in the Suzuka 8-Hour. "The whole thing was just awesome," the 23-year-old Choate said. "It was a thrill just being there and then to finish as well as we did . . . I definitely want to go back." Choate learned of the ride through an advertisement in *Cycle News*; he applied and was later chosen. Nick Ienatsch was originally slated to take the ride, but when he declined, the ride was Choate's. "It was destiny or something," Choate said. "It was an awesome experience."

Riders interested in competing in the **Junior Invitational** races at the September 15 San Jose, October 5 Pomona and October 12 Sacramento rounds of the Camel Pro Series should call Bill Spencer at 408/436-8228.

"We have finally given up," was the heading on a press release we received from **Yoshimura** this week. It continued, "Yoshimura R&D of America has given up its policy of refusing requests from racers for complete Yoshimura R&D-prepared **race engines and complete race motorcycles**." Prices for complete race bikes range from $28,995 for a Yoshimura Suzuki GSXR750-based superbike to $31,995 for a GSXR1100-based Yoshimura 1340 Big Papa Replica Stage II model. The latter includes such items as a $3999 dry clutch kit, $2999 close ratio transmission, and $2450 front fork kit. Yoshimura has begun a waiting list for the limited number of race engines and bikes that will be prepared. More information is available from Yoshimura R&D of America, ATTN: Race Section, 4555 Carter Court, Chino, CA 91710, 714/627-9249.

American team manager **Roger DeCoster** and AMA professional motocross/dirt track manager **Roy Janson** met during the August 11 125/500cc National Championship MX in Millville, Minnesota, to discuss which riders would be chosen for the American Motocross des Nations team. **Jeff Stanton**, a member of the 1989 and 1990 winning American teams, **Damon Bradshaw**, a member of last year's team, and **Mike Kiedrowski** are the favorites for the 500, 250 and 125cc classes, respectively.

Although no official announcement has been made, word from Europe says it's a done deal as far as **Mike Kiedrowski** representing the U.S. in the 125cc class at the September 15 Motocross des Nations team event in Valkenswaard, Holland. **Donny Schmit**, the 1990 125cc World Champion, was reportedly the first choice for the class, but he had trouble with the thumb he broke at the May 26 Hungarian GP when he returned to action at the German GP on August 4. According to our source, Kawasaki Europe has been asked to provide machinery for 1989 125cc National Champion Kiedrowski, who is currently leading this year's National Championship 125cc MX Series and was a member of the 1989 American MX des Nations team that won in Germany.

We contacted **Jeff Stanton** the day after the Millville meeting. Asked if he had heard whether or not he'd be a member of the Motocross des Nations team, Stanton said, "They haven't told me anything. I'd like to find out."

Wayne Gardner and **Michael Doohan**, both fresh from victory in the Suzuka Eight-Hour, raised questions of whether GP stars should be

Continued on page 4

WERA to allow methanol in F-USA

Starting with the August 23-25 Pocono Cycle Jam, the Western Eastern Road Racers Association (WERA) will allow the use of methanol-based fuel blends in four-stroke motorcycles competing in Formula USA events.

Only blends of methanol and at least 15% racing gasoline or racing gasoline components will be allowed, and the fuel must contain enough gasoline to produce a visible flame. The flames must be able to be extinguished with conventional fire extinguishers, and nitro-methane and related compounds are prohibited.

Teams and riders must pass fuel tech inspection, in which flame tests will be conducted, before they are allowed onto the race track, and additional samples may be taken at any time to assure compliance. Methanol-burning motorcycles will have to display special stickers on both sides of the fairing and on the gas tank.

Of course, absolutely no smoking will be allowed in or near the pits of teams using methanol, and "No Smoking" signs will be required to be posted.

On the heels of WERA's decision, Team Hammer has announced that it will enter three Valvoline-sponsored, methanol-burning Suzuki GSXR1100s at the Pocono Cycle Jam.

"Valvoline is a major supplier of racing methanol and Valvoline chemists have developed a very effective methanol-based fuel that is visible when it burns and can be put out with conventional fire extinguishers," said Team Hammer crew chief Keith Perry. "We hope to be at the track with bikes producing over 200 horsepower at the rear wheel. The real challenge will be to get that power to the ground and hooked up, but if it works, this could be the boost we need to beat the (Team Marlboro Roberts) Yamaha YZR500s."

The three motorcycles will be ridden by Team Hammer's Donald Jacks, Britt Turkington and Kurt Hall.

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ON THE FRONT PAGE:

After a successful debut in 1990, the World Championship 500cc MX Series will return to Glen Helen OHV Park in San Bernadino, CA, for the Shoei Helmets United States Grand Prix, August 24-25. For a preview of the upcoming races, see page 16. Photos by Kinney Jones.

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VOICES Letters to the editor

Speed's the thing

In reply to Mr. Roger Slater's attack on two-stroke GP road racing (Voices, July 31 issue), it's great minds like his that changed Daytona from an awesome spectacle into a droning NASBIKE snoozer.

Real racing motorcycles go fast!

Stephen Mendel
Franklin Park, IL

The next Sierra Club?

Would you believe that yet another group of nitwits has decided to solve the world's problems by getting rid of motorcycles? The Association of Forest Service Employees for Environmental Ethics (AFSEEE) was founded to address the problems of clear cutting in our National Forests. But recent court decisions have solved this problem. Will they disband? Hell, no, they are looking for new worlds to conquer (and new ways to generate revenue). This is the next Sierra Club in the making, and any motorcyclist who thought this group was on the right track had better be aware that they have just derailed.

The latest issue of the AFSEEE Activist states, "The Los Padres National Forest is extremely vulnerable to overuse and devastation by off-road vehicles . . . Officials turn a blind eye to the ever-growing network of ORV trails which devastate the landscape . . . ORVs seem to have taken over the desert on the east side of the Forest, already fragile due to years of over-grazing." This issue also touts S21, the bill to create a monument to the biggest thief in the Senate, and says *nothing* about the alternative bills that offer protection to areas that need it without closing the desert to all but a privileged few.

Of course, AFSEEE will accept your donations; $500 will make you a patron. Who gets the $500 is what I would like to know. Do we need legislation to control these environmental scam artists?

Robert G. Huenemann
La Honda, CA

Cheers for AMI

This is a letter that is long overdue, not only from me, but from dozens of riders, mechanics, race teams and even the AMA and their officials. It is in regard to the American Motorcycle Institute (AMI) of Daytona Beach, Florida, and their staff and students, without whom many of the competitors at Daytona Cycle Week might not have even made their starting grids. With such things at our disposal as 24-hour garage and work space, tools, and trained instructors to lend a hand and give advice, they made it possibl for many of us to get out there an race.

As for the others who were patien skilled and lucky enough to make the races, they had the benefit of corne workers and flagmen supplied by AM

So, our heartfelt thanks go out t AMI President Lamar Williams, hea instructor and race director Bruc Brahms, and Ron Rigby, along wit the rest of the staff and students at AM Keep up the good work. The sport c road racing and the motorcycle indus try in general needs and thanks yo for all your support.

Bill Hausle
Howell, N

Stars of the future

Regarding the coverage of the recen AMA Amateur National Champion ship Dirt Track Finals that appeare in your July 31 issue: It's time for a real race fans to get out and see th next Kenny Roberts, Wayne Raine and Eddie Lawson. I'm referring to th amateur dirt track racers. They rang in age from six to 15 and they' dreaming of becoming the 500cc roa race World Champion.

I have supported this group of kid for two years and each year spectator at the event are mostly family membe and friends of the competitors. Whe are the fans?

As amateur champ Nicky Hayde told Grand National Champion Sco Parker at the Lima Half Mile roun of the Camel Pro Series, "We come an support you all the time." Parker sai "I really appreciate your support." T which Nicky replied, "How come yo never come see us race?"

So, next year mark your calendar an get to Illinois to see these great kid Man, are they ever fast or I am gettin slower. Of all the sponsorships we' involved with, this is the most rewar ing by far.

Gary L. Hildret
Racing Manag
Kiwi Helme
Buffalo Grove, I

While many of them may be dreamin of becoming the next road race Worl Champion, Gary, I'll bet a lot of the have their eyes set on the Camel Pr Series/Grand National Champion ship number one plate . . . Editor.

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IN THE WIND By Papa Wealey

Continued from page 3

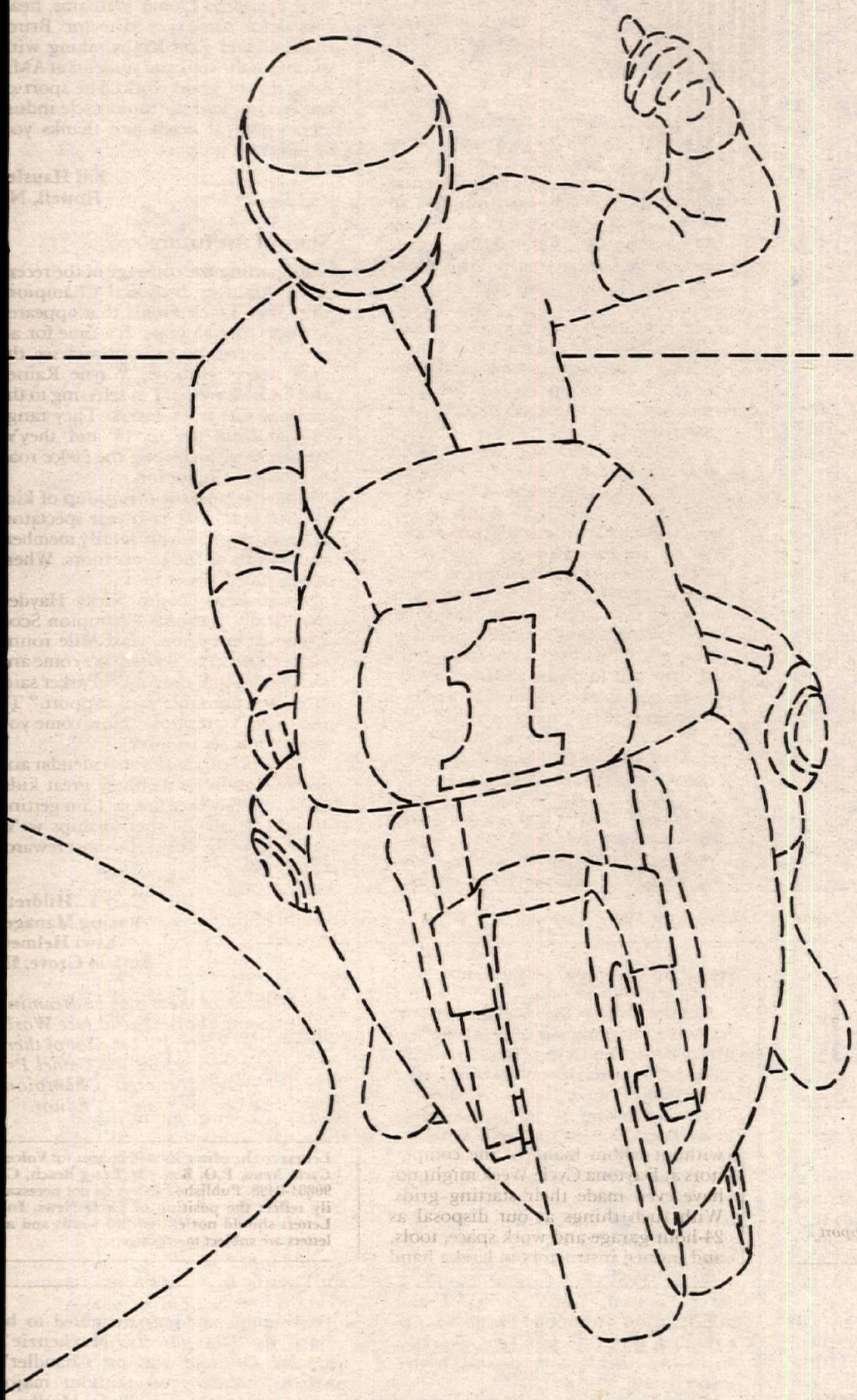
obliged to take part in the gruelling endurance race in Japan in the middle of the GP season. "I like the result, but I hated every minute of every lap I was out there," said Doohan, who looked particularly jaded by the race and the attendant jet-lag fatigue. Gardner was pleased with his long-awaited win in a race to which the Japanese factories accord great importance, but said: "I think it's time that the Japanese factories decided on their priorities, because it's a major interruption in the GP season."

Yamaha's and Suzuki's stars were this year spared the Suzuka ordeal, with the exception of **Doug Chandler** and **Niall Mackenzie**, also (by coincidence) making his GP return at Donington, and just delighted to b back on fast wheels. Mackenzie' British GP ride was on Chandler' spare Yamaha, run without majo sponsorship out of the Team Marlbor Roberts truck. "I don't know if I'll b able to ride in any more European GPs because they want me to race a fou stroke in Japan, but they did talk abou a possible ride in the Malaysian GP, said the 30-year-old Scot, who wa dropped by Suzuki after finishin fourth overall in last year's Worl Championship.

There was an extra pair of hands i the Lucky Strike Suzuki pit - operatin a set of **on-board computer diag nostics** that had Kevin Schwant grinning and the mechanics turne into keen converts. The last majo team to dabble with this sort o equipment, Suzuki has been able t

Continued on page 4

HOW TO MAKE YOUR VERY OWN SCOTT RUSSELL RACE WIN AD.



(Death-defying picture of Scott goes here).

(Clever headline goes here).

Nobody ever reads body copy, but it would go here. Be sure to mention that Scott Russell rides for Team Muzzy aboard the blindingly fast ZX-7. Also, don't forget to mention that Scott has now won all six events of the AMA/CCS 750cc Supersport Series and holds a humongous 40 point lead with only 3 events to go. Please watch your spelling and remember, neatness counts. But there's no hurry. If you don't get to it this week, there's always next week.

Kawasaki

Let the good times roll.

sbs FOX SHOX SUBAKI DUNLOP MOTUL PERFORMANCE MACHINE INC. TRICK

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Approximately 10,000 spectators converged on Spring Creek MX Park for the opening round of the 500cc National MX Series and round eight of the 125cc series.

Bayle perfect at Spring Creek

By Kit Palmer

MILLVILLE, MN, AUG. 11

In his quest to become the first motocrosser ever to win three AMA National Championship titles in one year, Team Honda's Jean-Michel Bayle, the recently crowned Camel Supercross and 250cc MX National Champion, scored the overall win in dramatic fashion at the 500cc National Championship Series opener at Spring Creek MX Park. With just two turns remaining in the second moto, Bayle dove to the inside of teammate and race leader Jeff Stanton, passed him, and sewed up the overall win via 1-1 moto scores.

"I had nothing to lose," said Bayle of the pass. "I didn't care if I crashed, I just wanted to pass him and take the overall." It was Bayle's second career win in the 500cc class.

Stanton, who was relegated to second overall after getting nipped by Bayle, was less than thrilled about having a sure win snatched out of his hands.

"I just got beat!" said Stanton afterwards. "He had a better line than me, that's all there was to it."

By winning both 30-minute plus two-lap motos, Bayle jumps out to an eight-point lead over Stanton in the six-round series, 50-42, while third in points with 40 is Yamaha's Damon Bradshaw, who was third overall with a 2-4 moto tally. Defending 500cc National Champion Jeff Ward of Team Kawasaki is fourth with 38 after turning in a 4-4 performance.

Rounding out the top five overall was Tuf Racing-backed Ron Lechien. Lechien, who notched a pair of fifth-place finishes, was making his first National appearance since breaking his leg in 1989 at the Mt. Morris, Pennsylvania, National (see sidebar).

In the 125cc class, Suzuki's Mike LaRocco scored his second-career National overall win — his first coming at Spring Creek last year — with a 2-1 tally. It was LaRocco's first ride of the year in the 125cc class after finishing fifth overall in the National Championship 250cc MX Series, which concluded in Massachusetts a week before the Spring Creek National.

LaRocco was beaten to the finish line in the first moto by series points leader Mike Kiedrowski of Team Kawasaki, who came from behind to snag the win. In the second moto, however, Kiedrowski couldn't quite repeat his first-moto performance, and had to settle for second.

Despite losing the overall win to LaRocco, Kiedrowski was all smiles afterwards, knowing that he had gained 20 valuable points on series rival Guy Cooper, who finished a lowly eighth overall. Kiedrowski now leads Team Suzuki's Cooper 325-279. Defending 125cc National Champion Cooper was riding with a very sore and bruised lower back that he injured two days before the Massachusetts race and just couldn't perform up to his usual standards.

Team Peak/Pro-Circuit/Honda's Steve Lamson, Yamaha's Jeff Emig and Lamson's teammate Brian Swink rounded out the top five overall, finishing third, fourth and fifth, respectively.

An estimated 9-10,000 spectators lined the scenic Johnny Martin-owned Spring Creek MX Park in southeast Minnesota. The course was described by many riders as the toughest track they've ridden all year. A long section of sandy whoops and a number of uphills, downhills and off-camber turns gave the 127 riders who tackled the track a good workout. A victim of the demanding track was Kawasaki's Jeff Matiasevich, who crashed while leading a qualifier and broke his leg (see sidebar).

500cc National

Bayle surprised no one when he roosted into the lead at the start of the first 500cc National moto, but he had close company as the pack completed the first lap. Hot on his tail were WR500-mounted Bradshaw, Stanton, defending champ Ward and Lechien, riding a Kawasaki.

These five riders quickly pulled away from the rest of the field, as Bayle set a blistering pace. But matching Bayle's pace turn for turn was Bradshaw, who soon started challenging for the lead. During the fifth lap, Bradshaw put the move on Bayle, jammed to the outside of a downhill section and motored into the lead.

"Bradshaw was pressuring me, so I wanted to see how fast he was going and I let him by," said Bayle. "I wanted to know how fast I needed to go."

After studying Bradshaw's lines for a lap, Bayle motored back by the Yamaha pilot and regained the front position. From then on, Bayle stretched his lead by a few seconds over Bradshaw with each lap. While Bayle cruised out in front, Bradshaw began to feel the heat of Stanton, who was closely followed by Ward and Lechien.

Stanton hammered on Bradshaw for a number of laps before the Yamaha pilot gave in and Stanton slipped by. But Bradshaw stayed close to Stanton and hounded him lap after lap. Bradshaw's persistence paid off when Stanton stalled his Honda in a turn, giving Bradshaw just enough time to move into second. Stanton only had a few laps to try and reel Bradshaw back in, but Stanton had lost his rhythm and came up short.

Bayle took the win nine seconds ahead of Bradshaw, who finished just a few bike lengths ahead of Stanton.

Five seconds later, Ward crossed the finish line, followed by Lechien in fifth.

The next finisher, Tuf Racing's Keith Bowen, took the checkered flag nearly a minute behind Lechien. Glued to his rear fender was Team Green's Gene Naumec, Rad & Bad's Fred Andrews, and privateers Lance Smail from Washington and Kip Sandell of Colorado, who finished in that order.

Bradshaw wasted little time jumping to the front of the pack in the second moto, taking the lead on the first lap, followed by Stanton, Bayle, Ward and Lechien.

However, Bradshaw's lead was short-lived as Stanton roosted by the Yamaha pilot on the fourth lap and began to open up a slight lead.

From that point on, Bradshaw began slipping further and further back until he was running a distant fourth behind Stanton, Bayle and Ward.

"Once Stanton passed me, I went into a turn and spun around and twisted my knee," said Bradshaw. "I twisted it earlier in the week while practicing, and it really hurt like a bitch when I twisted it again. I tried to catch back up, but then I twisted my ankle! I was just a basket case."

Ward moved into second when Bayle stalled his bike in a turn, making the top order read Stanton, Ward, Bayle, Bradshaw and Lechien. Once into second, Ward found a four-second gap separating him from the leader, but only millimeters seperating him from a challenging Bayle. A few laps later, Bayle found daylight, passed Ward, and then set out after Stanton.

It wasn't until the last few laps that Bayle was able to really close in on Stanton, while behind him, both Ward and Lechien had faded back.

With the white flag waving, the two factory Honda riders were nose-to-tail, setting the stage for a last-lap duel to the checkers. With the overall win on the line, Bayle waited until the last half of the final lap to make his move. With only two turns to go, Bayle dove underneath Stanton, stealing the lead and win.

"He (Stanton) was very fast in the sand sections of the track — the first half — while I was faster in the back section, where it was harder-packed and tighter," Bayle said. "I wanted to wait until the end of the lap so he couldn't pass me back in the sandy whoops. I just made my move and it worked."

"It just wasn't my day," Stanton said.

Ward crossed the finish line a distant third, and Bradshaw a distant fourth.

"Once I dropped back, I just tried to stay there and ride smoothly," Bradshaw said. "That was all I could do."

Lechien, once again, finished fifth, but this time, only about 10 seconds ahead of Naumec, who was closely pursued by Shaun Kalos, Andrews, Smail and Sandell.

125cc National

Downers Grove Yamaha's Doug Henry was the early leader in the first 125cc moto, leading the way for the first two laps until LaRocco stormed by. But a lap later, LaRocco dropped to third, handing the lead back to Henry and second place to Team Peak/Pro-Circuit/Honda-backed Brian Swink.

Henry held the point for one more lap before Swink charged by. Shortly thereafter, LaRocco dropped back even farther when he dropped his Suzuki in a turn.

"Somebody in front of me tore up a rock and my front wheel hit it and I rolled up out of the rut," said LaRocco.

LaRocco recovered in sixth, making the top order Swink, Henry, Yamaha's Jeff Emig, Kiedrowski, Team Peak/Pro-Circuit/Honda rider Steve Lamson, LaRocco, and Cooper, who was a few seconds behind the front running pack.

"I was in a lot of pain," said Cooper. "The only way I could ride was to stand up all the time, but that just wore me out on this track."

Kiedrowski was quickly moving up through the pack and he soon had control of second, but with no intentions of stopping there. The 1989 125cc National Champion reeled in Swink and two laps later had the lead.

Once out in front, Kiedrowski began pulling away, that is until LaRocco moved into second after passing Swink. The Suzuki pilot caught Kiedrowski's scent and tracked him down. For the remaining six laps, LaRocco kept Kiedrowski honest but could never quite get a wheel by him, as Kiedrowski hung on to take the win over LaRocco.

"I got a bad start, but I just paced myself and picked them off," said Kiedrowski. "I made up most of my

Damon Bradshaw (11) leads Jeff Stanton (2) and winner Jean-Michel Bayle (8) at the start of the second 500cc moto.

Mike LaRocco (6) chased 125cc series points leader Mike Kiedrowski in the first moto. LaRocco went 2-1 for the overall win.

Bradshaw goes air-cooled

Without a doubt, the most unique race bikes at Spring Creek were the ones ridden by Team Yamaha's Damon Bradshaw and Doug Dubach. Even though Yamaha doesn't produce an Open class motocrosser, it didn't prevent the team from competing. Instead, Bradshaw and Dubach rode air-cooled Yamaha WR500s.

The WR500 debuted in 1991 as a "closed course" off-road model, but since the bike is based on last year's YZ490, Yamaha feels the WRs are competitive enough to race motocross.

"After the 250cc Nationals, we spent a lot of time testing the WR and getting it race ready," said mechanic Bob Oliver. "It has the stock frame, but we are using works suspension components, shocks and forks.

"The motor was worked on — pipe, cylinder, head — to give it, in Bradshaw's case, a harder hit, yet a tractable powerband. The exhaust pipe is made by Pro Circuit."

According to Oliver, the WRs weighed in for the National at 225.5 pounds.

"It really works good," said Bradshaw. "I think it handles better than anything else out there. The suspension is great.

"Motor-wise, we made it hit harder, but something I could ride for 45 minutes. It's definitely competitive."

Bradshaw finished third overall; Dubach crashed in both motos.

MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 8/1

Bayle (8), here pursuing Bradshaw, scored the 500cc class win via a 1-1 moto tally.

time in the sand section in the whoops. This is a very difficult track and easy to make mistakes on. I was just letting everyone make all the mistakes; that makes it easier to pass."

Swink held on and finished the moto all alone in third, while Emig scored an uncontested fourth. Rounding out the top five was Lamson, while Cooper settled for sixth. Suzuki's Denny Stephenson, Henry, Team Peak/Pro-Circuit/Honda's Jeremy McGrath and Suzuki's Buddy Antunez filled out the top 10, in that order.

The second moto saw Lamson jump out to a commanding lead and at the end of lap one, he enjoyed a four-second lead over Emig, then LaRocco, Antunez, McGrath and Kiedrowski.

It took LaRocco just two laps to get around Emig and once he did, LaRocco found that a seven-second gap lay between himself and leader Lamson. So, LaRocco quickly got down to business and whittled away at Lamson's lead, gaining about a second per lap on the Honda rider.

By the halfway point, LaRocco was breathing down Lamson's neck, and then he passed him in a section of whoops.

"When LaRocco got into second, I just started thinking about him too much," said Lamson. "I wasn't thinking about rding."

Once into the lead, LaRocco continued to cook, eventually pulling out to a nine-second lead on Lamson. LaRocco's main concern, Kiedrowski, was no threat, as he had a tough time getting around Emig. When Kiedrowski finally did motor past the Yamaha rider — about four laps from the finish — Kiedrowski didn't have enough time to catch Lamson who was in second, let alone LaRocco.

Swink landed fifth behind Emig in the moto, while McGrath, who crashed in the first moto, finished sixth, just ahead of Antunez. Stephenson held Cooper at bay for eighth, while Sooner Suzuki-backed Cliff Palmer of Oklahoma rounded out the top 10.

"By the time I got into third, LaRocco was gone," said Kiedrowski. "But it didn't really matter, the main thing was that I gained points on Cooper. Now I can breath a little easier."

Two 13th place finishes earned Princeton Honda-sponsored Junior Jackson 10th overall behind nine factory-backed riders, reason to smile all the way back to his home in East Moline, Illinois. CN

Results

125 QUAL 1: 1. Dennis Hawthorne (Kaw); 2. Eric McLear (Yam); 3. Denny Stephenson (Suz); 4. David Beckington (Suz); 5. Butch Smith (Suz); 6. Junior Jackson (Hon); 7. Cliff Palmer (Suz); 8. Bryan Emig (Yam); 9. Dwayne Paterson (Suz); 10. Tony Graves (Suz); 11. Jason Gray (Suz); 12. Rob Engstrom (Hon); 13. Daniel Jannette (Suz); 14. Jason Frenette (Hon); 15. Bradley Strunk (Suz); 16. Bob Mugan (Suz); 17. Mark Nedock (Hon); 18. Kyle Pyskor (Hon); 19. D'Arcy Walther (Hon); 20. Blane Armbruster (Hon).
Time: 8:55.497

125 QUAL 2: 1. Mike LaRocco (Suz); 2. Chad Pederson (Yam); 3. Tim Hodes (Suz); 4. Jimmy Gaddis (Suz); 5. Jason Langford (Yam); 6. Jimmy Randa (Suz); 7. Jason Kempel (Hon); 8. Paul Lindsey (Suz); 9. Don Bisceglia (Suz); 10. Kyle Lewis (Yam); 11. Chris Ridgway (Suz); 12. Chris Bense (Kaw); 13. Harold Wikel (Kaw); 14. Tim McClintock (Suz); 15. Bruce Baker (Hon); 16. Rusty Ott (Suz); 17. Mark Morris (Hon); 18. Brian Battaglia (Suz); 19. Dory Gerrard (Hon); 20. Rodney Veneperen (Kaw).
Time: 9:01.17

125 CONSI: 1. Tim McClintock; 2. Brian Battaglia; 3. Mike Atkinson (Yam); 4. Matthew Crown (Suz); 5. Bradley Strunk; 6. Chris Hunter (Suz); 7. Joe Bruce (Hon); 8. Rusty Ott; 9. Mark Nedock; 10. Bob Mugan (Suz); 11. Jared Carison (Kaw); 12. Dory Gerrard (Hon); 13. Jason Frenette; 14. Kyle Pyskor; 15. D'Arcy Walther; 16. Brian Shrout (Suz); 17. Bruce Baker (Hon); 18. Duane Beischer (Hon); 19. Todd Schmitz (Hon); 20. Mark Wright (Hon).
Time: 9:45.03

125 MOTO 1: 1. Mike Kiedrowski (Kaw); 2. Mike LaRocco (Suz); 3. Brian Swink (Hon); 4. Jeff Emig (Yam); 5. Steve Lamson (Hon); 6. Guy Cooper (Suz); 7. Denny Stephenson (Suz); 8. Doug Henry (Yam); 9. Jeremy McGrath (Hon); 10. Buddy Antunez (Suz); 11. Butch Smith (Suz); 12. Dennis Hawthorne (Kaw); 13. Junior Jackson (Hon); 14. Eric McLear (Yam); 15. Jimmy Gaddis (Suz); 16. Chad Pederson (Yam); 17. Jason Langford (Yam); 18. Bryan Emig (Yam); 19. Tony Graves (Hon); 20. Rob Engstrom (Hon); 21. Matthew Crown (Suz); 22. Daniel Jannette (Suz); 23. Bradley Strunk (Suz); 24. Jimmy Randa (Suz); 25. Jason Gray (Suz); 26. Paul Lindsey (Suz); 27. Don Bisceglia (Suz); 28. Tyson Vohland (Kaw); 29. Tim Hodes (Suz); 30. Tim McClintock (Suz); 31. Brian Battaglia (Hon); 32. Mike Atkinson (Yam); 33. Harold Wikel (Kaw); 34. Chris Bense (Kaw); 35. Dwayne Paterson (Suz); 36. David Beckington (Suz); 37. Jason Kempel (Hon); 38. Cliff Palmer (Suz); 39. Kyle Lewis (Yam); 40. Chris Ridgway (Suz).
Time: 35:58.92

125 MOTO 2: 1. Mike LaRocco; 2. Steve Lamson; 3. Mike Kiedrowski; 4. Jeff Emig; 5. Brian Swink; 6. Jeremy McGrath; 7. Buddy Antunez; 8. Denny Stephenson; 9. Guy Cooper; 10. Cliff Palmer; 11. David Beckington; 12. Jimmy Gaddis; 13. Junior Jackson; 14. Matthew Crown; 15. Bryan Emig; 16. Tony Graves; 17. Jason Langford; 18. Daniel Jannette; 19. Bradley Strunk; 20. Jimmy Randa; 21. Mike Atkinson; 22. Jason Kempel; 23. Paul Lindsey; 24. Tim Hodes; 25. Don Bisceglia; 26. Tim McClintock; 27. Dennis Hawthorne; 28. Rob Engstrom; 29. Chris Bense; 30. Harold Wikel; 31. Dwayne Paterson; 32. Brian Battaglia; 33. Tyson Vohland; 34. Eric McLear; 35. Doug Henry; 36. Butch Smith; 37. Jason Gray; 38. Chad Pederson; 39. Kyle Lewis; 40. Chris Ridgway.
Time: 36:44.41

125 O/A: 1. Mike LaRocco (Suz); 2. Mike Kiedrowski (Kaw); 3. Steve Lamson (Hon); 4. Jeff Emig (Yam); 5. Brian Swink (Hon); 6. Jeremy McGrath (Hon); 7. Denny Stephenson (Suz); 8. Guy Cooper (Suz); 9. Buddy Antunez (Suz); 10. Junior Jackson (Hon); 11. Jimmy Gaddis (Suz); 12. Doug Henry (Yam); 13. Cliff Palmer; 14. David Beckington (Suz); 15. Butch Smith (Suz); 16. Bryan Emig (Yam); 17. Dennis Hawthorne (Kaw); 18. Jason Langford (Yam); 19. Matthew Crown (Suz); 20. Tony Graves (Hon); 21. Eric McLear (Yam); 22. Chad Pederson (Yam); 23. Daniel Jannette (Suz); 24. Bradley Strunk (Suz); 25. Jimmy Randa (Suz); 26. Rob Engstrom (Hon).

AMA NATIONAL CHAMPIONSHIP 125 MX POINT STANDINGS: 1. Mike Kiedrowski (3 wins) (325); 2. Guy Cooper (2) (279); 3. Jeff Emig (223); 4. Brian Swink (1) (222) 1; 5. Steve Lamson (220); 6. Jeremy McGrath (203); 7. Buddy Antunez (184); 8. Doug Henry (1) (168); 9. Denny Stephenson (159); 10. Tyson Vohland (142); 11. Erik Kehoe (139); 12. Jimmy Gaddis (80); 13. Barry Carsten (77); 14. (TIE) Jimmy Button/Tallon Vohland (66); 16. Ron Tichenor (62); 17. (TIE) David Beckington/Jeromy Buehl (57); 19. Butch Smith (49); 20. Mike LaRocco (1) (42).

500 QUAL 1: 1. Doug Dubach (Yam); 2. Craig Noack (Kaw); 3. Kip Sandell (Yam); 4. Lance Smail (Kaw); 5. Mike Roth (Hon); 6. Keith Johnson (KTM); 7. Jeff Glass (Hon); 8. Don Formo (Hon); 9. Greg Randa (Hon); 10. David Faylord (Kaw); 11. Bruce Stratton (Yam); 12. Tracy Bachman (Hon); 13. Lawrence Hann (Hon); 14. Mark Allgood (Kaw); 15. Chris Knox (Kaw); 16. Michael Nathe (Kaw); 17. Todd Baker (Hon); 18. Sanford Buchalter (Kaw); 19. John Young (Kaw); 20. Eriks Ezering (Hon).
Time: . 8:59.57

500 QUAL 2: 1. Damon Bradshaw (Yam); 2. Todd DeHoop (Kaw); 3. Shaun Kalos (Kaw); 4. Jason Buttle (Kaw); 5. Greg Zitterkopf (Kaw); 6. Derek Brown (Kaw); 7. David Niemi (Kaw); 8. Shane Drew (Hon); 9. Derek Brown (Kaw); 10. James Kapitan (Kaw); 11. Jeff Pestana (Hon); 12. Mikel Larson (Hon); 13. Jay Hoenk (Hon); 14. Dave Pyskor (Hon); 15. Eric Sandstrom (Hon); 16. John Rickel (Kaw); 17. Mark Bolten (Hon); 18. Marty Clark (Hon); 19. Todd Sinclair (Kaw); 20. Todd Hooper (Hon).
Time: 9:05.09

500 CONSI: 1. Sanford Buchalter (Kaw); 2. Eric Sandstrom (Hon); 3. Michael Nathe (Kaw); 4. Mark Allgood (Kaw); 5. Marty Clark (Hon); 6. Mickey Mickelson (Hon); 7. John Young (Kaw); 8. Todd Baker (Hon); 9. Chris Knox (Kaw); 10. Eriks Ezering (Hon); 11. Todd Sinclair (Kaw); 12. John Rickel (Kaw); 13. Todd Hooper (Hon); 14. Tod Williamson (ATK); 15. Mark Bolten (Hon); 16. Aldod Cirelli (Kaw); 17. John Hunt (Hon); 18. Dave Pyskor (Hon); 19. Robert Raduenz (Hon); 20. Britt Woodring (Hon).
Time: 9:45.12

500 MOTO 1: 1. Jean-Michel Bayle (Hon); 2. Damon Bradshaw (Yam); 3. Jeff Stanton (Hon); 4. Jeff Ward (Kaw); 5. Ron Lechien (Kaw); 6. Keith Bowen (Kaw); 7. Gene Naumec (Kaw); 8. Fred Andrews (Kaw); 9. Lance Smail (Kaw); 10. Kip Sandell (Yam); 11. Todd DeHoop (Kaw); 12. Mikel Larson (KTM); 13. Mike Roth (Hon); 14. Keith Johnson (KTM); 15. Craig Noack (Kaw); 16. James Kapitan (Kaw); 17. Jeff Pestana (Hon); 18. Bruce Stratton (Yam); 19. Shaun Kalos (Kaw); 20. David Gaylord (Kaw); 21. Ray Sommo (Kaw); 22. Sanford Buchalter (Kaw); 23. Don Formo (Hon); 24. Jay Hoenk (Hon); 25. Eric Sanstrom (Hon); 26. Michael Nathe (Kaw); 27. Lawrence Jann (Hon); 28. Derek Brown (Kaw); 29. John Young (Kaw); 30. Marty Clark (Hon); 31. David Nieme (Kaw); 32. Mickey Mickelson (Hon); 33. Jeff Glass (Hon); 34. Greg Zitterkopf (Kaw); 35. Jason Buttle (Kaw); 36. Shane Drew (Hon); 37. Greg Randa (Hon); 38. Mark Allgood (Kaw); 39. Tracy Bachman (Hon); 40. Doug Dubach (Yam).
Time: 36:01.15

500 MOTO 2: 1. Jean-Michel Bayle; 2. Jeff Stanton; 3. Jeff Ward; 4. Damon Bradshaw; 5. Ron Lechien; 6. Gene Naumec; 7. Shaun Kalos; 8. Fred Andrews; 9. Lance Smail; 10. Kip Sandell; 11. Keith Johnson; 12. Keith Bowen; 13. Mikel Larson; 14. Ray Sommo; 15. Todd DeHoop; 16. Craig Noack; 17. Bruce Stratton; 18. James Kapitan; 19. Jeff Pestana; 20. David Gaylord; 21. Don Formo; 22. Jeff Glass; 23. Eric Sandstrom; 24. Derek Brown; 25. Shane Drew; 26. Michael Nathe; 27. Sanford Buchalter; 28. Marty Clark; 29. Lawrence Hann; 30. John Young; 31. Jay Henk; 32. Mark Allgood; 33. Mickey Mickelson; 34. Greg Randa; 35. Mike Roth; 36. Tracy Bachman; 37. David Niemi; 38. Jason Buttle; 39. Doug Dubach; 40 Greg Zitterkopf.
Time: 36:20.31

500 O/A: 1. Jean-Michel Bayle (Hon); 2. Jeff Stanton (Hon); 3. Damon Bradshaw (Yam); 4. Jeff Ward (Kaw); 5. Ron Lechien (Kaw); 6. Gene Naumec (Kaw); 7. Fred Andrews (Kaw); 8. Lance Smail (Kaw); 9. Keith Bowen (Kaw); 10. Kip Sandell (Yam); 11. Keith Johnson (KTM); 12. Mikel Larson (KTM); 13. Shaun Kalos (Kaw); 14. Todd DeHoop (Kaw); 15. Craig Noack (Kaw); 16. James Kapitan (Kaw); 17. Mike Roth (Hon); 18. Ray Sommo (Kaw); 19. Bruce Stratton (Yam); 20. Jeff Pestana (Hon); 21. David Gaylord (Kaw).

AMA NATIONAL CHAMPIONSHIP 500 MX SERIES POINT STANDINGS: 1. Jean-Michel Bayle (1 win) (50) 1; 2. Jeff Stanton (42); 3. Damon Bradshaw (40); 4. Jeff Ward (38); 5. Ron Lechien (32); 6. Gene Naumec (29); 7. Fred Andrews (26); 8. Lance Smail/Keith Bowen (24); 10. Kip Sandell (22); 11. (TIE) Mikel Larson/Keith Johnson (17); 13. (TIE) Shaun Kalos/Todd DeHoop (16); 15. Craig Noack (11); 16. (TIE) Mike Roth/James Kapitan (8); 18. (TIE) Bruce Stratton/Ray Sommo (7); 20. Jeff Pestana (6); 21. David Gaylord (2).

Matiasevich injured, out for season

Kawasaki's Jeff Matiasevich's hopes of ending an already gloomy season with a championship in the 500cc class ended before the gate dropped for the first moto.

While leading and all alone in the first 500cc qualifier moto for riders not finishing in the top 10 of last year's National Championship 500cc MX Series final standings, Matiasevich crashed in a tough section of whoop-de-dos and broke his right upper leg (the femur bone). According to witnesses, Matiasevich's bike swapped slightly to the right, then violently swapped back to the left, pitching him over the handlebars.

Matiasevich was transported to the Mayo Clinic in Rochester, where he underwent surgery Monday morning (August 12) to pin the bone.

According to Kawasaki's race team manager Roy Turner, "It's hard to tell how long he'll be out of action, but an injury of this magnitude usually takes between six months to a year to recover from."

Cards and letters for Matiasevich can be sent to him, c/o Kawasaki Racing, 9950 Jeronimo Rd., Irvine, CA 92718.

Lechien returns

Former 125cc MX National Champion Ron Lechien made his first appearance in a National MX since breaking his leg two years ago at the Mt. Morris National. Despite losing his factory ride with Kawasaki, Lechien is hoping to land his old job back with good finishes in the 500cc series.

Riding a Tuf Racing-backed Kawasaki KX500, Lechien's return at Spring Creek was sparkling, as he was usually within eye-shot of the leaders and landed fifth overall, via a 5-5 moto tally.

"I'm ready to get back to racing, and I'm feeling really good," said Lechien before the first 500cc moto. "I like outdoor racing and I feel right at home in the 500 class.

"Tuf Racing is giving me a lot of help and the bike is good," said Lechien, "but I really want to get back into the *big* van (factory team). It's really no fun doing this (racing the National circuit) basically by yourself. I think I can land a factory ride again, hopefully with Kawasaki."

In the first moto, Lechien proved he hadn't lost much of his speed, as he hung with the leaders throughout the race.

"I felt a little wild out there," he said. "You sure can feel the difference with production parts — forks — compared to works parts, but I'm happy. I did get a little tired, though, but I think after I get a few races under my belt, I'll be right there."

See The 1991 Yamaha Sportbikes At These Dealers

CALIFORNIA

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660 El Cajon Blvd.
El Cajon, CA 92020
(619) 442-0941

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1339 Highland Ave.
Hollywood, CA 90028
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Lomita/Torrance, CA 90501
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Los Angeles, CA 90066
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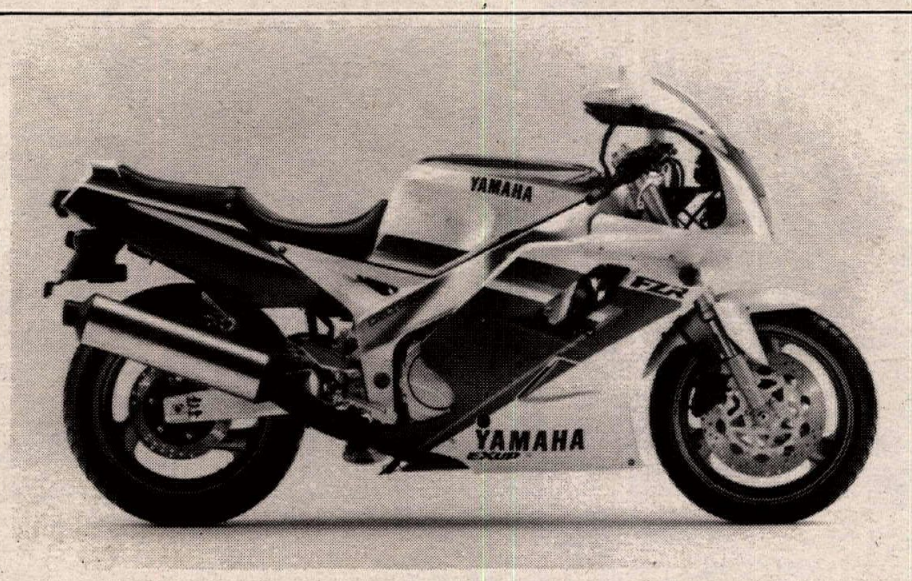

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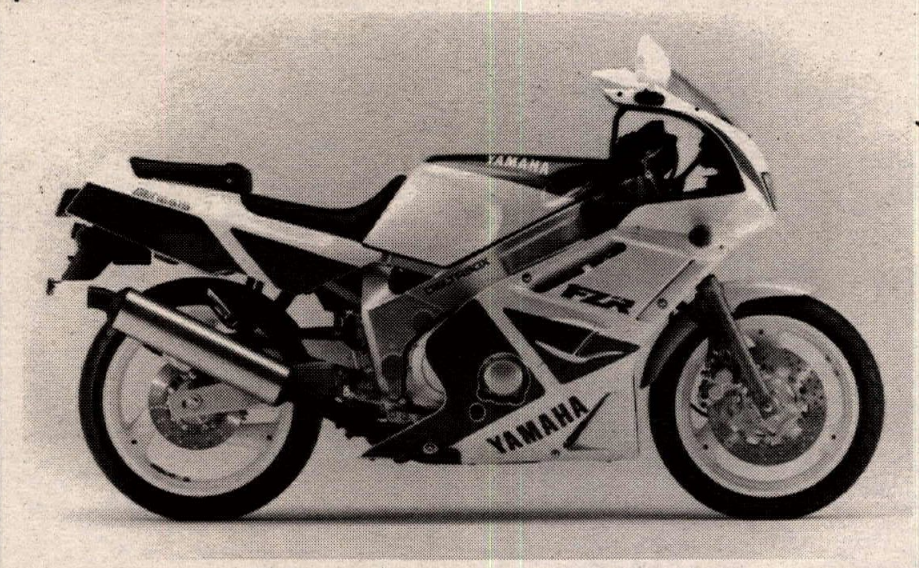

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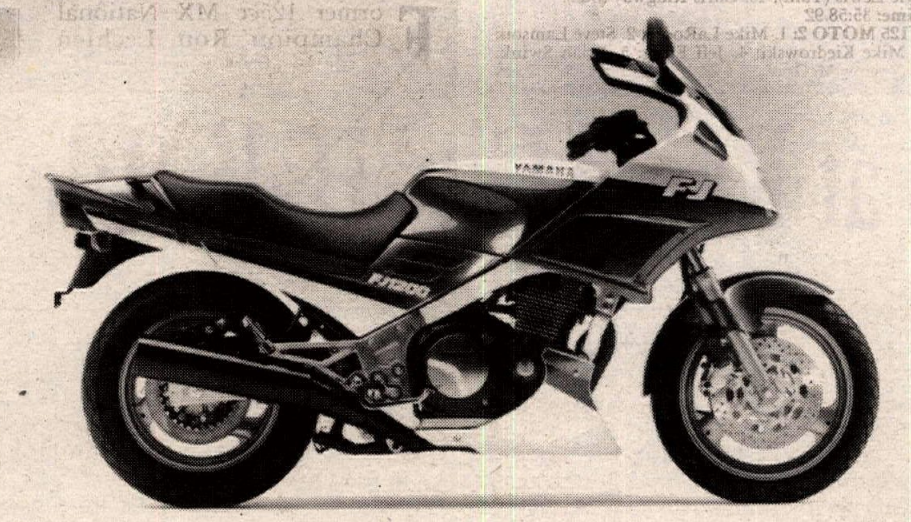

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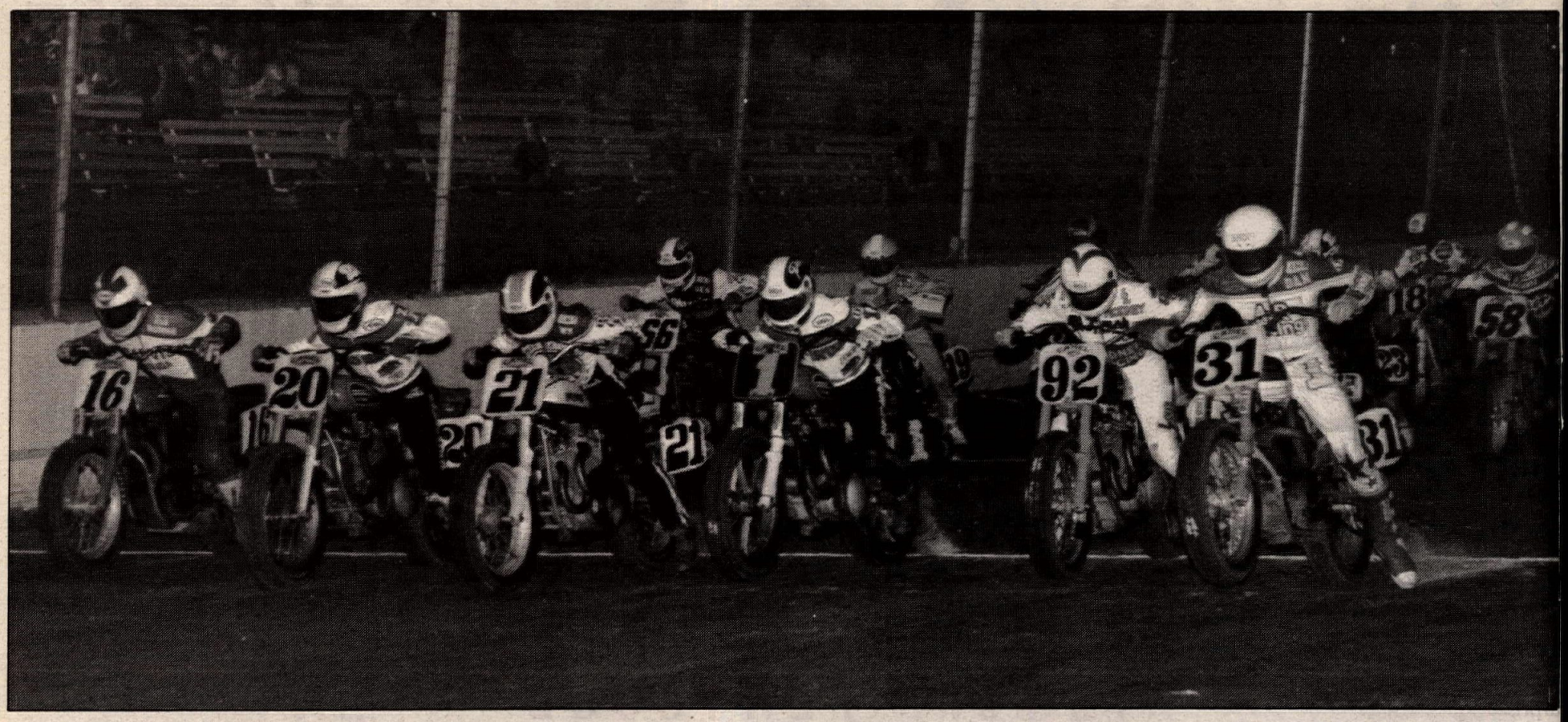
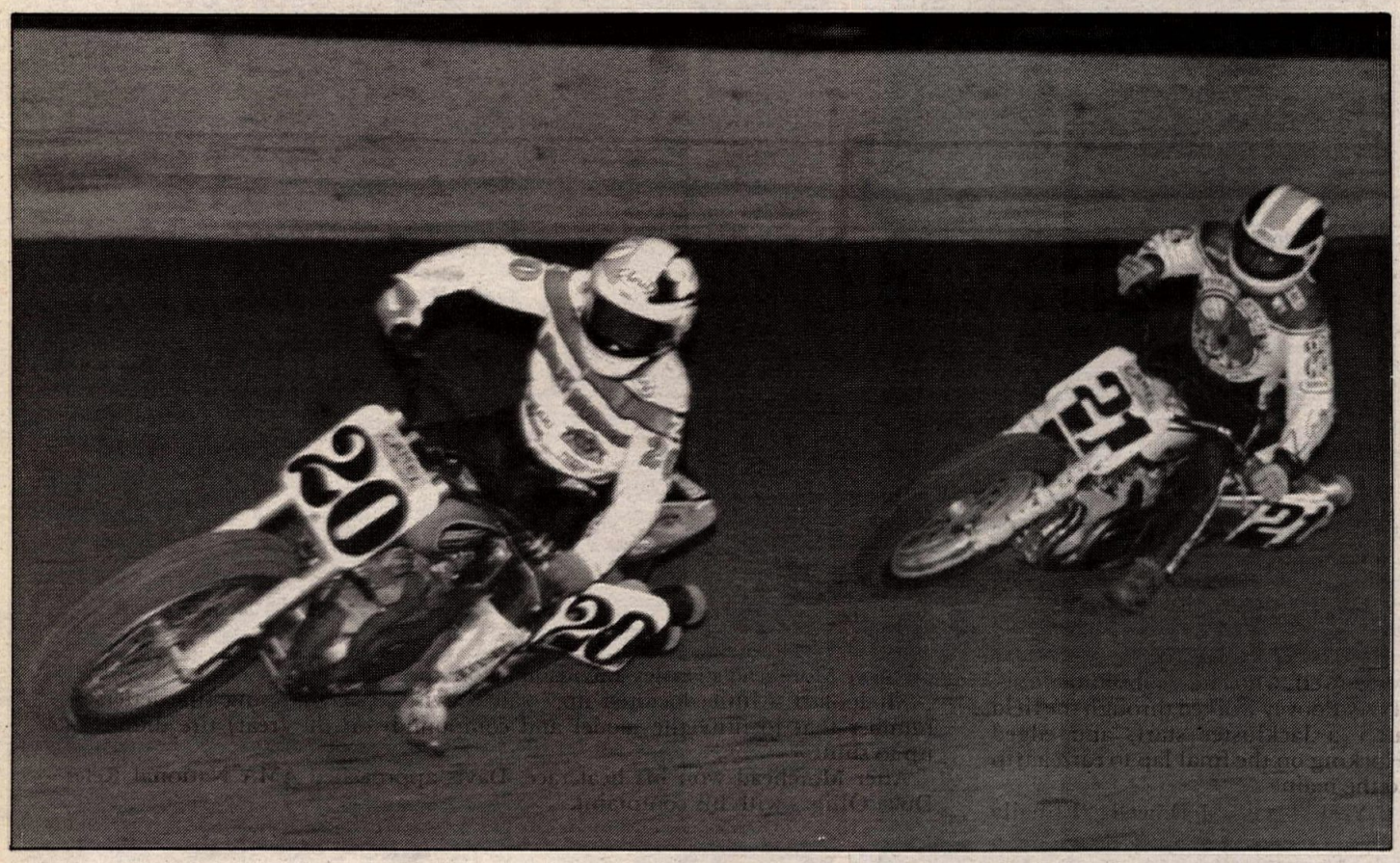
DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 11



Ronnie Jones (16), Chris Carr (20), Will Davis (21), Scott Parker (1), Rodney Farris (92) and Dan Ingram (31) blast off the front row at the start of the 20-lap main event.

Carr (20) led most of the race, but dropped to ninth place with a flat rear tire. Davis (21) held on to second place.



Jones prevails at Rapid City Half Mile

By Donn Maeda

RAPID CITY, SD, AUG. 7

Ronnie Jones has no respect for tradition. For one week each year, the small town of Sturgis, South Dakota, plays host to the Annual Sturgis Black Hills Motorcycle Rally. The town is filled with leather and chrome, as bikers (mostly aboard Harley-Davidsons) from across the nation flock to what is affectionately known as "the biggest party west of the Mississippi." In front of a highly partisan Harley-Davidson crowd, Jones powered his Honda RS750 to the win at the Camel Pro Series half mile at nearby Black Hills Speedway in Rapid City.

"It doesn't feel quite the same as winning at home," said Jones, referring to his hometown win two weeks earlier at the Oklahoma City Fairgrounds. "But nevertheless, it feels pretty damn good."

After following Chris Carr for most of the 20-lap race, Jones stole the lead on lap 15 and pulled away from the Team Harley-Davidson rider to score his third National win of the season. Following Jones across the line were Will Davis and Larry Pegram as Carr suffered a flat tire shortly after giving up first, dropping back to ninth place at the finish.

Jones' win came under threatening skies as showers throughout the day dampened the banked, half-mile oval. The unusual Wednesday night race marked the first time that the Camel Pro Series has visited the Black Hills Speedway, and it was the first time since 1955 that a Grand National Championship race had been held in South Dakota. The race was just one of many activities held during the 51st Annual Sturgis Black Hills Rally. Although the rally attracted over 70,000 bikers, the threat of thundershowers kept race track attendance down to an estimated 7000.

Though he finished only ninth, Carr added five points to his series points lead as defending Grand National Champion Scott Parker suffered engine problems in the final and could only muster a 14th place finish, good for one point. Carr now leads the points chase, 152-133. More importantly, Jones' win closed the gap between himself and second place, as he trails Parker with 130.

"This puts me back in the title hunt," said a happy Jones, who collected $3985 of the $28,000 Expert purse. "Scotty better watch out, here we come."

Time Trials

Carr was the fastest of the 59 riders who took time trial laps, posting a lap time of 21.756 seconds, just ahead of North Carolina's Will Davis, who stopped the clocks at 21.808. Indianan Dan Ingram turned in the day's third fastest lap time of 21.895, while two-time Grand National Champion Ricky Graham followed with a 21.920. Rounding out the six fast qualifiers who would compete in the $17,500 Camel Challenge were Ohioan Chance Darling and Texan Billy Herndon, who turned in times of 21.994 and 22.035, respectively.

"The rain has made the track real fast," said Carr. "You can really give it everything you've got. This is a confidence boost, we've been struggling with bike setup at the half miles."

Heats

In the first of three heat races that would offer three direct transfer positions to the National, Rodney Farris blasted off the line and led Herndon, Carr and George Roeder into turn one. Farris went wide and allowed Herndon and Carr to slip by, but he scooted back into second by the second lap.

"I got the holeshot, but I got excited and screwed up," said Garner Racing's Farris.

With a clear track ahead of him, Carr rode his Kenny Tolbert-tuned factory Harley-Davidson across the finish line

vith a comfortable five bike-length nargin of victory. Farris settled into econd, safely ahead of Herndon, vhose third place finish earned him trip to the final.

"I thought I was going to have to vork for that one," said Carr. "But 'arris went wide and handed it to me. spent the race trying different stuff, feel really strong tonight."

"I was riding all wild, then I finally almed myself down and settled into pace. Once I did that, I started going aster," Farris said.

"I was catching Farris through one nd two," said Herndon. "But he was etting me in the other parts. The track s *so* tacky, there's definitely gonna be ome wild racing tonight!"

Darling dashed off the line in heat wo, but was quickly overtaken by ones and Davis, who immediately egan to pull away from the pack. 'egram suffered a miserable start, but egan his charge towards the front fter a few laps.

"I caught my foot in a hole on my imed lap," said Pegram. "It felt real ketchy at first, and it took me a while o feel comfortable."

On lap four of the 10-lap race, Davis ove into turn one and cut under a urprised Jones to steal the lead. Once n front, Davis pulled away aboard his Eddie Adkins-tuned Harley-Davidson, nd earned a front row start in the nain. Jones followed in second, while 'egram stormed into third at the inish.

"I felt pretty decent," said Davis. "I eally like this track, I like this tacky tuff."

Jones, on the other hand, was not s comfortable.

"The track is inconsistent," Jones aid. "I can't get the bike to hook up n the middle of the corners, and don't eel fast enough."

Ingram led the charge into the first urn in the final heat, but Parker stole he lead as they exited turn two.

"I don't know how he got so much drive down that straight," Ingram said ater.

Parker wasted little time and quickly pulled away from his competitors. ngram sat in a comfortable second, head of Graham, Dave Durelle and Kevin Atherton. Graham pulled off the rack on lap three after catching his oot in one of the many holes through urns three and four.

"I couldn't believe the pain," said Graham. "It hurt worse than any bone 've *ever* broken!"

Graham refused to let medics remove his boot, as he had qualified for the Camel Challenge to be held later in he evening.

Meanwhile, Parker continued to stretch his lead over Ingram and Durelle, who continually swapped places with Atherton. At the finish, it was Parker with a 20 bike-length lead aboard his Bill Werner-tuned factory Harley over Honda-mounted Ingram, who in turn had a sizable lead over Durelle. Atherton headed for a semi.

"Excellent," was all Parker had to say of his win.

"Scotty got me up high, so that's where I'm gonna ride in the Challenge. The track is tacky enough that you can pretty much ride anywhere on the rack," explained Ingram.

Unlike his competitors, Durelle struggled with the tacky conditions.

"Man, the bike gets so much traction that it's throwing me around!" said Donahue Harley-Davidson-backed Durelle, who weighs a mere 130 pounds.

Semis

Riders who finished fourth through 11th in their heat races were given a second chance to qualify in one of two semi-finals, while those who finished 12th or worse spectated.

Darling had the fastest reactions in the first 10-lap semi, but once again was displaced in the early laps. Team Harley's Atherton smoked into the lead on lap four and never looked back. Following Atherton across the line and into the final were Roeder and Mike Hale, the 1990 Camel Pro Rookie of the Year.

"I'm getting tired of riding these semis," said the personable 20-year-old Atherton. "I've been having trouble in my heats lately."

Springsteen blasted off the line in the second semi, but went wide in turn one and dropped to third, behind Bobby McDowell and Rick Hocking. Springsteen was again bumped back a spot on lap three, when Ted Taylor stormed past. Taylor carried his charge past Hocking, but couldn't close on McDowell, who had a substantial lead. Terry Poovey worked through the field after a lackluster start, and edged Hocking on the final lap to earn a trip to the main.

"Yeah!," said McDowell. "I finally got a handle on the track."

"That was a close one," said a jovial Poovey. "I almost didn't make it, huh?"

Camel Challenge

Carr chose the inside pole at the start of the five-lap Camel Challenge, and was joined on the line by Herndon, Davis, Darling, Ingram and Graham.

Carr's choice proved wise as he sped off the line in the point position, but Davis snuck past the factory Harley rider in turns one and two. As the pack began lap two, Davis led Carr, Herndon, Ingram, Graham and Darling in the pursuit of the $10,000 first prize provided by the R.J. Reynolds Tobacco Company.

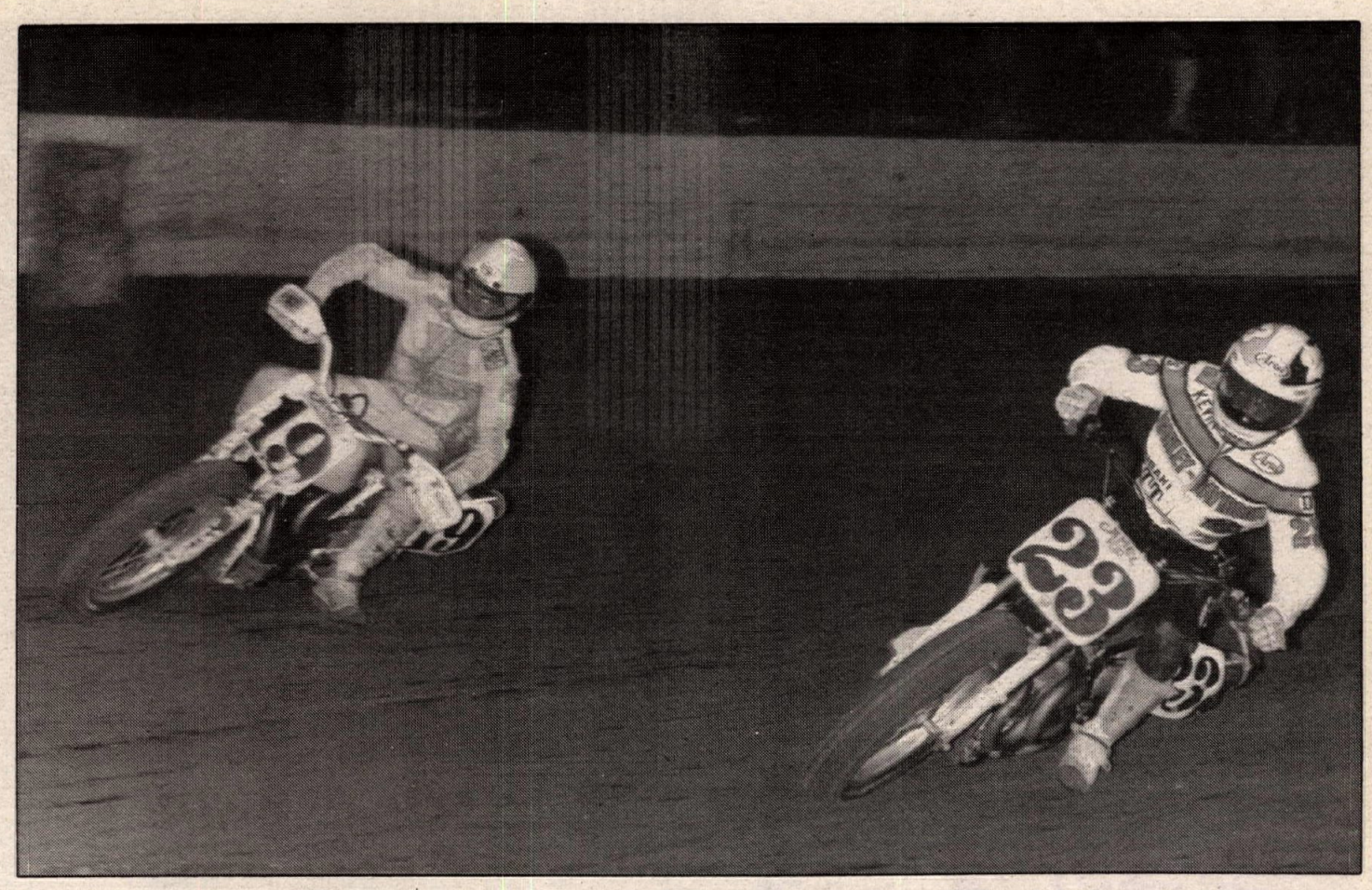
Graham slowed on lap three, unable to ignore the pain shooting up his left leg.

"I couldn't put my foot down in the turns," said Graham, obviously disappointed. "Every time I did, I'd catch it in a hole and twist my ankle more."

Meanwhile, Davis circled the track with dollar signs in his eyes, and held off a hard-charging Carr to the finish. Herndon finished third ahead of Ingram, who continued to struggle with suspension setup, while Darling and Graham brought up the rear.

In winning, Davis became the first rider in the 1991 season to win two Camel Challenges, as he also scored the Challenge win at the San Jose Mile in May. Eight different winners have scored in the nine races held thus far.

"You know, I was just talking about that the other day, how it's been good that so many different guys have won," laughed Davis. "I hate to see that spoiled, but hell, I'm sure glad it's me doing the spoilin'! It was a *helluva*



Kevin Atherton (23) and Billy Herndon (19) overcame lackluster starts to work into fifth and sixth, respectively.

Tire controversy surfaces

As a result of an informal protest filed at the July 13 Hagerstown Half Mile round of the Camel Pro Series, AMA officials have been keeping close tabs on the tires mounted on competitors' machines.

The AMA limits riders to the use of approved tires. Currently, Bridgestone is the only tire manufacturer whose product can be used in AMA Grand National Championship events. Of the three compounds that Bridgestone manufactures; CD2, CD5 and CD8, the AMA requires that National competitors run the hardest compound, CD8.

The controversy began when Will Davis became suspicious of the tire mounted on Steve Morehead's Harley-Davidson before their heat race in Hagerstown.

"It looked a little doctored up," said Davis. "The stamping (the letters and number that identify the model and compound) on the (rear) tire didn't look up to snuff."

After Morehead won his heat race, Davis approached AMA National Referee Duke Olliges with his complaint.

"I told him that I didn't know what I had to do to protest that tire, but whatever it was, I wanted to do it," Davis said.

Although Davis' complaint was heard, immediate action was not taken, according to Davis's bike owner and tuner, Eddie Adkins. Later, just before the main event, the rear tire mounted on Morehead's motorcycle was inspected and found to be a regulation one.

He said he didn't change it (after his heat)," said Adkins. "But we say he did. Our main problem was not with Morehead, but the way in which the AMA handled the situation. If my rider had a problem with that tire, they should have immediately looked into it to satisfy not only him, but Morehead as well."

Due to rumors that a tool capable of changing the tire stamping is being used, AMA officials took extra care to inspect tires at Rapid City. The tires of the top three finishers in both the main event and the Camel Challenge at the Rapid City Half Mile were confiscated and will be analyzed by Bridgestone officials.

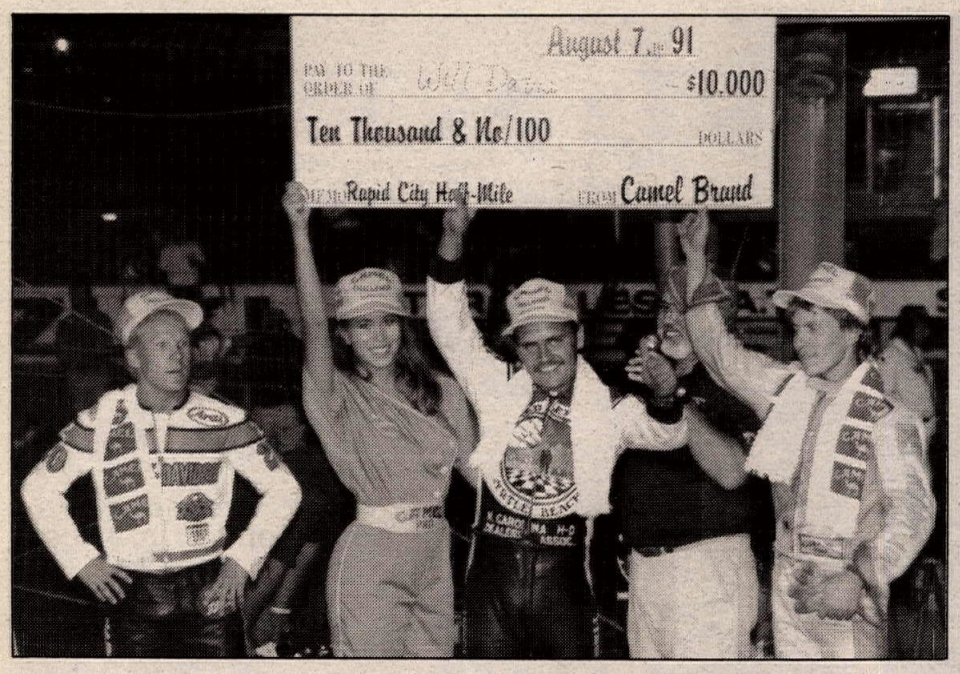
"We're not on a witch hunt," said Bill Amick, AMA communications manager. "There's an awful lot of smoke about people using the wrong tires, and we're just trying to see if there's any fire."

"Steve Morehead is not in any way being focused on," added Amick. "Rather than catching individuals, we are looking to prevent the use of such tires all together."

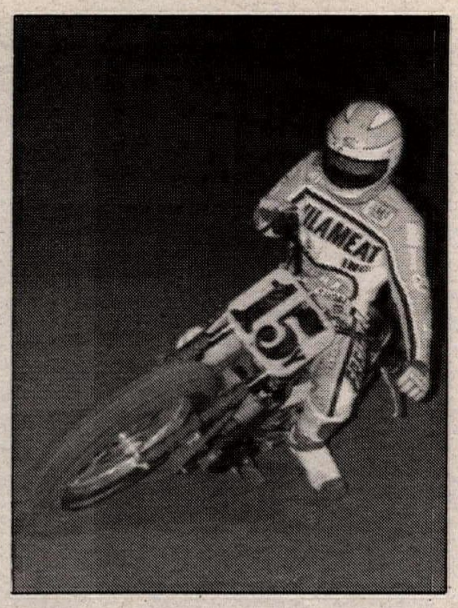
"We just want to see this thing over with," said Adkins. "The AMA made the rules, and it's their job to enforce them, not ours! One thing I've noticed, though, is that ever since all this controversy started, there's been a whole new set of guys in the winner's circle."

Our attempts to reach Morehead were unsuccessful.

DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 11



(Left to right) Carr, Miss Camel Georgia Nixon, Davis and Herndon celebrate after the Camel Challenge. Thus far, Davis is the only rider to have won twice in 1991.



Wink Freitas came from the second row to win the Junior National.

Ronnie Jones celebrated his third National win this year.

race, I got out front and just run her wide open and prayed for no mistakes!"

Davis' list of sponsors is longer than the road from Rapid City to Sturgis, but he acknowledged the backing provided by Mother Fletcher's, Z Galleries and Danny Malfatti, Circle Bell, Zoom, KK Motorcycle Supply, North Carolina H-D Dealers Association, Bell, California V-Twins, Autolite, Barnett, Larry Gordon, Winchester H-D, Storz Performance, Mary & Mac McCanas and Dennis Towne. With bike owner and engine builder Eddie Adkins remaining at home in West Virginia to prepare the team's bikes for the string of upcoming mile races, Adkins' XR750 was tended to by Towne at Rapid City.

Junior National

Cory Perrault and Stephen Mayfield topped the two six-lap Junior heats, while the dominant Junior of the season thus far, former Expert Wink Freitas, finished fifth in his heat and was forced to start the main from the second row.

Perrault was fastest at the flash of the green light, and grabbed the holeshot ahead of Mayfield, James Hart and Paul Polhemus. Freitas started sixth, but quickly began to slice through the field. By lap three, Freitas had moved into third, behind Perrault and Mayfield, but within another lap had displaced both riders for the lead. Freitas scored his fifth Junior National win of the season, ahead of Perrault and Mayfield.

"I was a little nervous starting from the back row," said Freitas. "But it worked out okay. These guys made me work for it tonight, though."

National

Jones occupied the outside pole at the start of the 20-lap National, next to fast-heat-winner Carr, Davis, Parker, Farris and Ingram. Roeder, Herndon, McDowell, Atherton, Durelle and Pegram sat on row two, while Taylor, Hale and Poovey made up row three.

Davis led the Rolling Thunder Show through turn one on the clay banked oval, but as the field began lap two the running order was Carr in front of Davis, Jones, Parker, Ingram and Herndon. Pegram was mired at the start, and rounded the track in 12th.

"I did a big wheelie off the line and got smoked," said Pegram.

Roeder ran as high as seventh, but coasted off the track on lap four with a broken chain.

"It stinks when a low-dollar part like that can cost you the whole race," said Roeder. "Oh well, at least it's easy to fix."

On laps three through six, Carr and Davis began to pull away from Jones and Parker, but as the race neared the crossed flags, Jones began to reel them in.

"Off the line I thought I could stay with them," said Jones. "But they started to pull away and I got a little discouraged. Once I got comfortable and settled into a pace, I could see myself gaining."

Parker followed a few bike-lengths back in fourth, while Farris and Pegram began to work their way towards the front-runners.

On lap 14, Jones found a way past Davis as they blasted through turns one and two, and set out after Carr.

"I hate to say it," said Davis. "But I started to get tired; I'm out of shape! I thought I was going good, then all of a sudden Ronnie came out of nowhere!"

After following Carr for a lap and studying his lines, Jones rode the front straight wide, and dove to the inside of turn one and took over the lead. A surprised Carr drifted wide, and immediately began to slow with a flat rear tire.

"I think it had a slow leak from about the halfway point," said Carr. "It was really hard to ride, and I lost my brakes about lap 12. That's all there was to it."

"It didn't look like he had a flat before I passed him" said Jones. "His bike didn't do anything weird down the straights or in the turns."

Once in the point position, Jones rode off to an uncontested win. Davis zoomed past the ailing Carr and assumed second with a comfortable lead over Parker, Farris and Pegram.

On the last lap, Parker slowed considerably with a motor that began to spew oil.

"I think it dropped a valve or something," said Parker, who seemed unaffected by his misfortune. "I was holding my own, and all of a sudden, she just went."

"That was wild; first we fly by Carr, then the next thing I know, I see Scotty blowing oil!" said ESP Racing-backed Pegram.

As they rounded turns three and four for the last time, Pegram slipped under Farris to steal third place.

"Awwww, I choked!" said a disgusted Farris. "I can't believe it!"

"I saw an opening, and I took it!" Pegram said.

Jones scored the win with a comfortable margin of victory aboard the Garvis Honda Town/Motorcycle Stuff/Arai/Missle Engineering/Hondaline/TX-10/Hickman Racing/Renthal-backed Honda, ahead of Davis, Pegram, Farris and Atherton, who suffered a poor start.

"I didn't know that I had such a lead," said Jones. "I bobbled in turn three on the last lap and expected Carr to pass me. This win is especially satisfying, because I struggled with my bike all night long. I'm pumped up, this is the first time that I've won three Nationals in one year, now I'm after my first mile win."

Davis limped from the podium after twisting his knee in the late stages of the race.

"I caught my foot in one of the holes," said Davis. "But I'm *real* happy tonight. Second place? I'll take it!"

In the last four races, Pegram has stood on the podium three times.

"This is great, Hagerstown and Oklahoma were both groove tracks," said the 18 year old. "I think my performance tonight on this tacky track proves that I'm a versatile rider."

"I've got to get out of this fourth place stuff," joked Farris, who's best finishes have been fourth at the Springfield Mile and the Oklahoma City Half Mile. "I mean go up, though, not down!"

"I'm happy with fifth, I guess," said Atherton. "We had trouble all day, we changed the bike everytime we rode but nothing seemed to work. I guess fifth's half decent for as much as we struggled."

"I felt good!" said Herndon, happy with sixth. "I couldn't get going until about halfway, then I twisted my knee."

Durelle worked into seventh after a bad start.

"I spent most of the race trying different lines, and I finally found one that worked for me towards the end," Durelle said.

"That was weird," said eighth place finisher Hale, who summed up the night's track conditions. "We're usually fighting to find traction, but tonight we were trying to break it." CN

Results

TIME TRIALS: 1. Chris Carr (21.756 seconds); 2. Will Davis (21.808); 3. Dan Ingram (21.895); 4. Ricky Graham (21.920); 5. Chance Darling (21.994); 6. Billy Herndon (22.035); 7. Rodney Farris (22.095); 8. Larry Pegram (22.104); 9. Kevin Atherton (22.149); 10. Scott Parker (22.171); 11. Bobby McDowell (22.202); 12. George Roeder (22.217); 13. Mike Hale (22.270); 14. Ronnie Jones (22.289); 15. Dave Durelle (22.263); 16. Anthony Donahue (22.487); 17. Marc Gifford (22.484); 18. Ted Tayler (22.507); 19. Rick Hocking (22.555); 20. Terry Poovey (22.559); 21. Jay Springsteen (22.603); 22. Dave Camlin (22.622); 23. Steve Morehead (22.629); 24. Charlie Orr (22.667); 25. Aaron Hill (22.683); 26. Greg Sims (22.707); 28. Don Wilson (22.724); 29. Scott Stump (22.724); 30. Speedy Kell (22.805); 31. Keith Day (22.917); 32. Steve Beattie (22.919); 33. Kris Kiser (22.924); 34. Mike Reid (23.029); 35. Martin Lavoie (23.101); 36. Mark Gibson (23.221); 37. Jeff Deitz (23.230); 38. Rex Fisher (23.367); 39. Brian Anderson (23.384); 40. Joe Kopp (23.445); 41. Geoffrey Clark (23.469); 42. David Lloyd (23.492).

HEAT 1: 1. Chris Carr (H-D); 2. Rodney Farris (H-D); 3. Billy Herndon (Hon); 4. George Roeder (H-D); 5. Rick Hocking (H-D); 6. Mike Hale (H-D); 7. Ted Taylor (H-D); 8. Steve Beattie (H-D); 9. Rex Fisher (H-D); 10. Aaron Hill (H-D); 11. Geoffrey Clark (H-D); 12. Keith Day (Hon); 13. Jeff Dietz (H-D); 14. Charlie Orr (H-D).
Time: 3 minutes, 42.946 seconds.

HEAT 2: 1. Will Davis (H-D); 2. Ronnie Jones (Hon); 3. Larry Pegram (Hon); 4. Bobby McDowell (H-D); 5. Chance Darling (H-D); 6. Marc Gifford (H-D); 7. Speedy Kell (H-D); 8. Terry Poovey (H-D); 9. Steve Morehead (H-D); 10. Greg Sims (H-D); 11. Kris Kiser (Hon); 12. Dan McDonnell (H-D); 13. Brian Anderson (H-D); 14. Mark Gibson (H-D).
Time: 3:54.518.

HEAT 3: 1. Scott Parker (H-D); 2. Dan Ingram (Hon); 3. Dave Durelle (H-D); 4. Kevin Atherton (H-D); 5. Jay Springsteen (H-D); 6. Anthony Donahue (H-D); 7. Scott Stump (H-D); 8. Martin Lavoie (H-D); 9. Joe Kopp (H-D); 10. Dave Camlin (H-D); 11. Don Wilson (Hon); 12. David Lloyd (H-D); 13. Ricky Graham (Hon); 14. Michael Reid (H-D).
Time: 3:46.625.

SEMI 1: 1. Atherton; 2. Roeder; 3. Hale; 4. Darling; 5. Kell; 6. Morehead; 7. Beattie; 8. Camlin; 9. Kiser; 10. Donahue; 11. Lavoie; 12. Hill.
Time: 3:46.853.

SEMI 2: 1. McDowell; 2. Taylor; 3. Poovey; 4. Hocking; 5. Springsteen; 6. Gifford; 7. Sims; 8. Clark; 9. Stump; 10. Kopp; 11. Wilson; 12. Fisher.
Time: 3:46.913.

CAMEL CHALLENGE: 1. Will Davis (H-D); 2. Chris Carr (H-D); 3. Billy Herndon (Hon); 4. Dan Ingram (Hon); 5. Chance Darling (H-D); 6. Ricky Graham (Hon).

NATIONAL: 1. Ronnie Jones (Hon); 2. Will Davis (H-D); 3. Larry Pegram (Hon); 4. Rodney Farris (H-D); 5. Kevin Atherton (H-D); 6. Billy Herndon (Hon); 7. Dave Durelle (H-D); 8. Mike Hale (H-D); 9. Chris Carr (H-D); 10. Bobby McDowell (H-D); 11. Ted Taylor (Hon); 12. Dan Ingram (Hon); 13. Terry Poovey (H-D); 14. Scott Parker (H-D); 15. George Roeder (H-D).
Time: 7:25.358.

AMA CAMEL PRO SERIES POINT STANDINGS: 1. Chris Carr (152); 2. Scott Parker (133); 3. Ronnie Jones (130); 4. Kevin Atherton (83); 5. Larry Pegram (81); 6. Ricky Graham (75); 7. Steve Morehead (74); 8. Rodney Farris (68); 9. Will Davis (60); 10. Dave Durelle (52); 11. Mike Hale (48); 12. Jay Springsteen (45); 13. Terry Poovey (44); 14. Billy Herndon (42); 15. Dan Ingram (30); 16. Keith Day (23); 17. (TIE) Geo Roeder/Rusty Rogers (22); 19. (TIE) Aaron Hill/Rich King (17).

JR HEAT 1: 1. Cory Perrault (W-R); 2. Danny Koelsch (H-D); 3. James Hart (H-D); 4. Tim Selby (W-R); 5. Wink Freitas (W-R).
Time: 2:19.117.

JR HEAT 2: 1. Jeff Eklund (W-R); 2. Paul Polhemus (W-R); 3. Steve Mayfield (H-D); 4. Georgie Price (W-R); 5. Dale Jenneman (H-D).
Time: 2:20.209

JR MAIN: 1. Wink Freitas (W-R); 2. Cory Perrault (W-R); 3. Steve Mayfield (H-D); 4. Dale Jenneman (H-D); 5. Tim Selby (W-R); 6. Jeff Eklund (W-R); 7. Danny Koelsch (H-D); 8. James Hart (H-D); 9. Paul Polhemus (W-R); 10. Jeremy Lucy (H-D); 11. Larry Davis (H-D); 12. Georgie Price (W-R).
Time: 3:49.127.

JR NATIONAL POINT STANDINGS: 1. Wink Freitas (126); 2. Jeff Eklund (86); 3. (TIE) Cory Perrault/Tim Selby (75); 5. Paul Pohemus (71); 6. Georgie Price (68); 7. James Hart (61); 8. Dale Jenneman (44); 9. Steve Mayfield (36); 10. Danny Koelsch (31); 11. Jeff Annen (25); 12. Fran Kaiser (24); 13. Michael Dillon (23); 14. Allon McBee (20); 15. Roy Hart (18); 16. Clinton Vahscholtz (17); 17. (TIE) Tony Donahue/Bret Beyer/John Resso (16); 20. Jeremy Lucy (15).

77 LOSE BALLS IN NEW ENGLAND SAND TRAP.

On August 4th, a record number of competitors ended up in the bunker when Team Kawasaki's Mike Kiedrowski teed off on them in round 7 of the AMA National Championship 125cc MX Series. The sandy Southwick, MA course was full of hazards. But Kiedrowski drove magnificently and used his KX125 iron to perfection. Mike has now won 4 major tour events in a row and is on par to take the title. The way he's been playing the course lately, we're just proud to be his caddy.

Kawasaki
Let the good times roll.

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ROAD RACE World Championship Superbike Series: Round 6

Texan Doug Polen (23) leads Italian Fabrizio Pirovano (2) and the rest at Misano.

Polen was unbeatable, winning both races and extending his points lead to 50 points.

Polen perfect in Italy

By Bruce Newton
Photos by Johan Vanderkechove

MISANO, ITALY, AUG. 4

Doug Polen is now a stunning 50 points ahead of his nearest competitor in the Diesel Jeans World Superbike Championship after winning both races in the San Marino round at Misano.

If he just holds that advantage, with just six rounds gone and seven to go, he's already more than one race's worth of points ahead of the rest; if he can maintain that margin, there will be no need for team boss Eraldo Ferracci to shell out the money for the expensive trip to Australia for the final round.

The budget is low, there's no doubt about that. But that's all the team lacks. Polen has talent to burn, Ferracci knows the Ducati like most of us know the backs of our hands and between them they've got enough racing savvy to make the rest struggle.

If there was one guy who earned more respect than the rest at Misano then it was Rob Phillis, the 35-year-old Australian going 2-3 on the Team Kawasaki ZXR750R to pass Stephane Mertens for second in the championship.

The Belgian Ducati rider struggled on Pirelli tires that just refused to cooperate in the blistering August heat of the Riviera Adriatico. It all culminated sadly for Mertens as he crashed on the last lap of race two while battling Italian Yamaha rider Fabrizio Pirovano for fourth.

Not that Mertens was the only one to suffer. The other two Pirelli men Fred Merkel and Davide Tardozzi also had their dramas with rubber as well as other problems.

Surprisingly on the surface, the head count of spectators was well down from what was expected, as potential race-crazy Italian Ducatophiles headed for the beach or sat at home and watched both races live on TV as well as all the British Grand Prix from Donington Park.

That may have been expensive for the promoters, but the heat also destroyed or burned up many an expensive engine, particularly among the less-than well heeled privateer brigade. Basically whoever came up with the idea for this race, on this date, at this venue, should regret it.

Nevertheless, racing throughout the field was good, notables besides Polen and Phillis, being a resurgent Raymond Roche, a surprisingly competitive Carl Fogarty and South African Russell Wood, making the Bimota Tesi 1D look better than average.

But Polen remained the star. He beat Phillis narrowly in race one and then dictated the pace in race two at a race track which all his rivals know better than he. The Texan has now won eight out of 10 starts and qualified on pole four out of five times. The only thing he didn't do this weekend was set the lap record, which he has done everywhere else. That honor went to Phillis and to Michelin, which was finally in resurgent form here.

Qualifying

Polen has performed impressively this year and never more so than when he's had to learn a new circuit. At Misano, not only was he faced with that prospect, but also the knowledge that this was Ducati's home track, where defending champ Roche, Falappa and Tardozzi tested and raced frequently, where Mertens knows his way around, as does Pirovano and a horde of other Italians.

Needless to say, none of that worried Polen, who after two days of practice and qualifying in the intense heat of the Riviera Adriatico circuit, was half a second clear of Mertens, threatening to go quicker and talking of splitting from what was shaping up as a bellicose pack. Such was his dominance that his Dunlop race tire times were almost as good as the Belgian's best effort on Pirelli qualifying rubber.

Polen's best time on qualifiers was 1-minute, 18.381-seconds for a 99.325 mph lap on the 2.167-mile track. That was well under the best time and speed recorded on a superbike since the track was slightly altered and resurfaced, a 1:19 in testing by Tardozzi.

This was Polen's type of race track, a place of technical details rather than bravado, although its long, curving straight was no place for the faint-hearted, where he felt he could eke out advantages constantly and it seemed the rest were powerless to do anything about him. Mertens, his lower back bandaged after his Suzuka crash, was more concerned about Ohlins forks that shuttered under braking. He'd tried Brembo carbon brakes on Friday only to abandon them after they locked on at the start of the second session.

Tardozzi, Pirovano and Roche were fifth, sixth and seventh, the first two going dizzy from the number of laps they were doing as they also had Italian Superbike Championship duty, while the World Champion was, as is becoming usual, not a happy man.

"I have so many problems with suspension and tires," Roche complained. "I think it will be better tomorrow." At least he was fully fit for a change.

In fact by Sunday, Roche had opted for his spare bike, preferring the way that engine was geared. He was better off than teammate Falappa, who languished in a miserable 16th place, with a persistent electrical problem over 8000 revs that refused to go away, tire woes added to his depression.

While this lot expected to go well but didn't, there were some unexpected stars. Phillis showed real grit and heart to go third, pulling up from seventh in session one: "I knew I had to go faster, I rode with my heart and not my head."

Phillis was the best-performed of the Michelin runners, setting his fastest time on his softest option. The French company had an increased presence at Misano and brought some new rears, including a harder compound version of the tire used at the GP in the spring and that was the Australian's choice for the race.

Tires were a point of concern at Team Rumi too, with the race fronts not expected to last long. Former champ Fred Merkel had a rather hectic weekend, with reinforcements arriving from Japan in the shape of four R&D engineers and a new engine. Merkel went faster using a new engine built by the team, but crashed that bike in the first Italian championship race on Saturday after losing the front. It was repaired in time for the afternoon session and Merkel was at his aggressive best, wheeling the Honda around for fourth place and leaving plenty of Pirelli qualifying rubber on the track behind him.

Then there was Carl Fogarty, eighth on the 1990 Silkolene Honda RC30 at a track which suited his street-fighter attitude, Kawasaki-mounted Italian Massimo Broccoli ninth, Jari Suhonen 10th despite a broken rib caused by an accident at home in Finland, Juan Lopez-Mella 11th using a rented Rumi engine in the Nivea Honda, and Russell Wood 15th on the ever-improving Bimota.

Disappointed were three of Yamaha's best. Terry Rymer, only 12th after encountering front-end suspension problems in the final session, Udo Mark unable to find horsepower because of the heat and Jeffrey De Vries, wobbling and sliding with an ill-sorted rear suspension and also without his regular mechanic who was a last minute withdrawal.

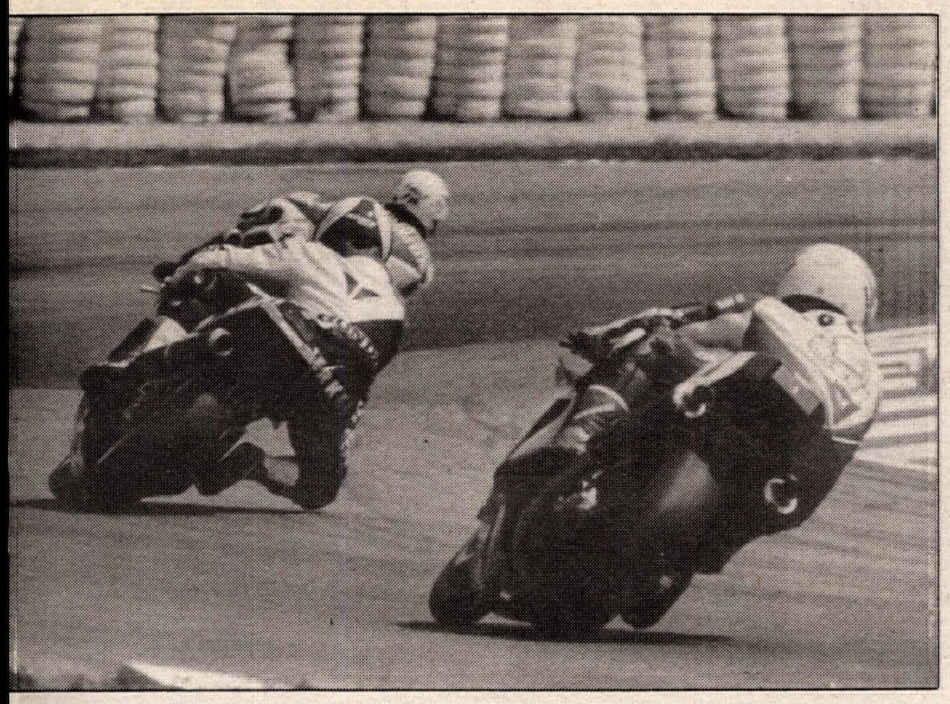
Worst off of the Yamaha men was Frenchman Bruno Bonhuil, 36th and last qualifier, he crashed heavily right at the end of the final session and packed up and went home early, hoping to get his Le Mans 24-Hour winning OW01 prepared in time for the following weekend's race in Anderstorp.

His absence moved Virgino Ferrari into the field on the RM Kawasaki. It also meant that Jean Yves Mounier's spare engine had a third home for the weekend. The French champion had loaned it to Bonhuil, but after he crashed, it went to Jean-Michel Mattioli, who was now riding an OW01, after some unhappy performances earlier in the year on a Kawasaki.

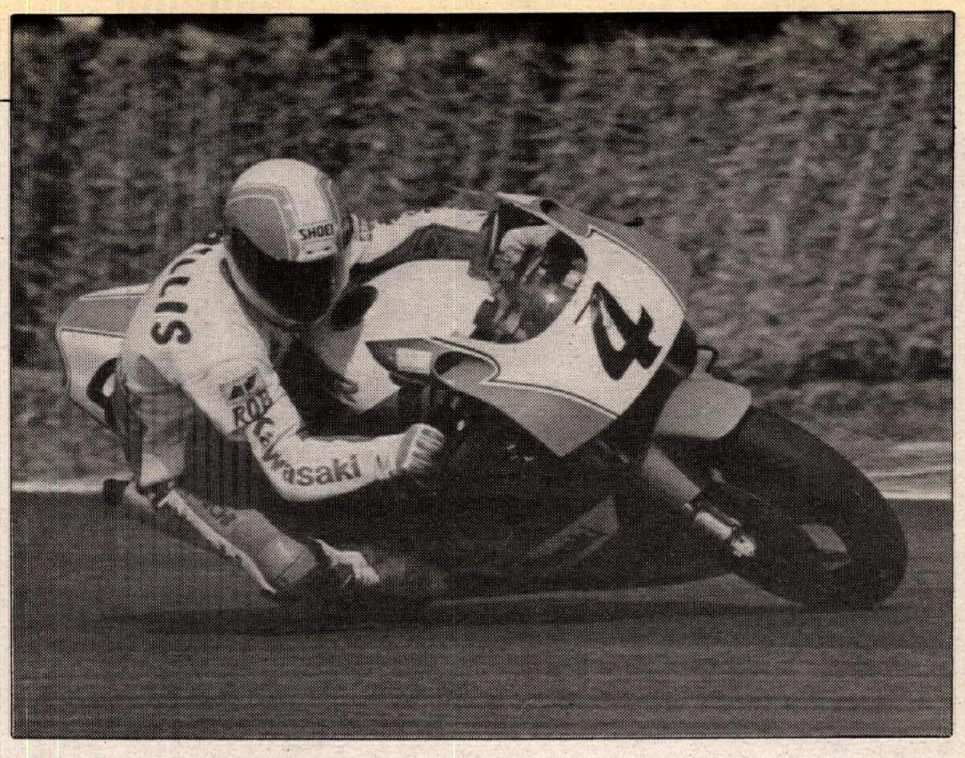
Race one

It was beach weather Sunday, which helped explain the pathetic crowd on hand to watch the Ducatis on home soil. Most of the teams would have preferred to have been at the beach too, the hottest race day of the year promoting fears for rider, engine and tire endurance.

If the temperature wasn't high enough, a bedraggled start had a few riders hot under the collar as Marlboro Honda rider Danny Amatriain burst into turn one first from row three with Kawasaki rider Pier Giorgio Bontempi



World Champion Raymond Roche chases Fred Merkel; Roche tallied 4-2 scores.



Rob Phillis left Italy with the lap record, but he couldn't stop Polen from winning.

(Left to right) Phillis, Polen and Davide Tardozzi celebrate after the first race.

econd from the fourth row. Merkel nd Tardozzi were two others who ame in for plenty of criticism.

Phillis was one of the worst off, inth after a lap: "They should have ed-flagged it," he complained later. 'I made the mistake of waiting for the reen light. But I caught up with the rouble-makers."

Indeed he did, for it quickly became pparent that Phillis and Polen were he class of the field. Polen had reeled n early leader Tardozzi and when Phillis had fought his way through to oin them after seven laps, the Italian was consigned to the rear of the group, where he stayed for the rest of the race.

It then became a high-speed race of actics for the two of them, each testing he other's mettle with spurts in front, lthough Polen led more often and ppeared to have more in reserve. But ot that much, his hopes of breaking way were dashed by the hot condiions: "I realized that the setup at the ear wasn't as good as I would have iked, in the heat it was getting loose nd working the rear tire really hard. So I decided to keep running a steady pace."

It was Phillis who set the race's astest lap at 1:18.611 on lap 11 and s the race wound into its last couple f laps the two of them were still locked ogether.

But then: "I had a little bit in eserve," Phillis explained afterwards. 'I thought I had a shot at winning ut then I got nervous. I got sideways n a couple of places on the last lap nd that was it."

The American led the charge into he last two laps and pulled away lightly with two quicker laps a tad ower than Phillis' record to win by 748-of-a-second. The two of them had well and truly burned off Tardozzi, ome 10 seconds down.

Roche, another victim of the start ine fracas, had been back around 20th n the first lap but put his head down nd charged right through the race, assing Pirovano and Mertens in the ast few laps to nail down fourth. It was a terrific effort considering that his front brake pads were down to nothing by the end of the race. He'd rought some different pads along to ry, much to Team Manager Marco Lucchinelli's bemusement, and had also changed back from his now usual steel/carbon to all steel disc setup for this race.

Pirovano was fifth and did his best times of the race chasing Roche after having a hard battle with Mertens for many laps. The Belgian had severe rear tire problems and also complained of lacking drive compared to Pirovano's Yamaha and Roche's Ducati, although that could have simply been because his Pirelli wasn't hooking up as well as his opponents' Michelin. Fogarty put in a fine if lonely ride for seventh, while Rymer went for a soft front and shredded it on the way to eighth, at least beating off Merkel whose front tire problems were even worse. Falappa, after a truly poor beginning, completed the top 10.

The battle for 10th had been led for much of the race by Wood, who was holding off the likes of impressive 33-year-old Swiss Bruno Bammert, Mella, Suhonen, Mark and Broccoli among others.

Of his pursuers, Bammert and Mella crashed, Suhonen retired with the Arwidson Yamaha overheating, while the latter two were 11th and 12th. Wood was 14th, the Tesi leaking oil from the clutch cover for the last few laps. Grimly, he plugged on, much to the annoyance of those who had to ride in his wake, particularly Amatriain, who eventually finished 13th but had earlier in the race come off worse in a biff and barge session with the V-twin.

Race two

Between the two races a support event had seen a big crash and lots of oil sprayed about in turn one and Polen, being who he is, got to thinking about it as he did his parade lap.

"I figured everyone would be hesitant because of the oil, but in the warm-up lap I found a line around the outside which had grip. So from the start I used that and went right around the outside and was second behind Pirovano.

"I out-braked him at the end of the straight and decided I was going to run a fast pace, keep going and see how it goes," Polen said.

It went well from his point of view, the Fast By Ferracci Ducati's lead extended to over five seconds as Phillis and Roche fought their way through from poor starts. It never dropped to less than 3.5 seconds and that was at the checkered flag with the World Champion and the Kawasaki rider coming home in close convoy.

Phillis had languished early as far back as seventh, but was in second by lap nine, Roche was third on lap 15 and flying along setting the fastest lap, then second on lap 20, too far behind Polen but able to resist Phillis' challenges.

"It was hard to come from so far back and difficult to pass so many riders," said Roche afterwards. "The problem is still the new fork. Next year every rider will have the new fork after I develop them. I think it is nearly impossible for me to win the championship, but I want to beat Polen."

Pirovano emerged the best out of another battle with Mertens, the Belgian having a trademark front-end loss on the very last lap while holding the Yamaha behind him: "The front tire was like ice," he remarked, Pirelli's problems obviously continuing along with the 94-degree weather.

Tardozzi battled tires, brake fade and a leaking oil cooler to come home fifth after running as high as second in the early stages, while Falappa took out the spare to finish sixth, fighting through from 10th on lap one to just beat out Merkel, who had reverted to a bias-ply front for race two. Fogarty completed a good weekend with eighth to move back into the championship top 10, with Rymer — using a harder front tire which caused a depressing amount of understeer — ninth and narrowly ahead of a brakeless Wood after a good battle.

Notable retirements included Bammert, who'd nearly holeshotted from way back, with motor problems while the same applied for Mark in terms of the start and his reason for retirement.

Championship points now see Polen up 177 to 127 over Phillis, Mertens at 114, and Pirovano only just creeping into three figures with 101. Roche remains fifth, but the standings probably won't stay like that for long. CN

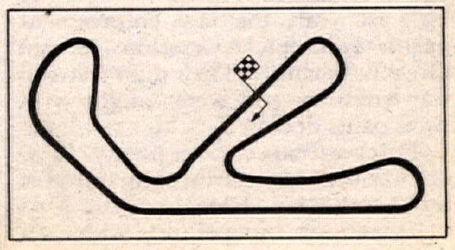
Results

QUALIFYING: 1. Doug Polen (1:18.381); 2. Stephane Mertens (1:18.745); 3. Rob Phillis (1:19.141); 4. Fred Merkel (1:19.229); 5. Davide Tardozzi (1:19.236); 6. Raymond Roche (1:19.516); 7. Fabrizio Pirovano (1:19.752); 8. Carl Fogarty (1:20.147); 9. Massimo Broccoli (1:20.179); 10. Juan Mella Lopez (1:20.262); 11. Bruno Bammert (1:20.371); 12. Jari Suhonen (1:20.373); 13. Daniel Amatriain (1:20.400); 14. Lee Russel Wood (1:20.502); 15. Giancarlo Falappa (1:20.651); 16. Rene Delaby (1:20.937); 17. Udo Mark (1:21.062); 18. Richard Hubin (1:21.145); 19. Terry Rymer (1:21.157); 20. Thomas Franz (1:21.162); 21. Jean Yves Mounter (1:21.202); 22. Pier Giorgio Bontempi (1:21.282); 23. Edwin Weibel (1:21.379); 24. Jean Michel Mattioli (1:21.431); 25. Christian Lavieille (1:21.499); 26. Jeffry De Vries (1:21.615); 27. Fabrizio Furlan (1:21.651); 28. Marcel Kellemberger (1:21.686); 29. Aldeo Presciutti (1:21.833); 30. Robert Cheseauz (1:21.934); 31. Bruno Bonhuil (1:21.949); 32. Graham Singer (1:22.112); 33. Mauro Mastrelli (1:22.185); 34. Steve Manley (1:22.195); 35. Virginio Ferrari (1:22.256); 36. Cristof Guyot (1:22.399); 37. Walter Amman (1:22.514); 38. Urs Zwicker (1:22.534); 39. Stefan Klabacher (1:23.312); 40. Adriano Narducci (1:23.567); 41. Kimmo Kopra (1:27.202); 42. Massimo Meragalli (1:28.434).

RACE ONE: 1. Doug Polen (Duc); 2. Rob Phillis (Kaw); 3. Davide Tardozzi (Duc); 4. Raymond Roche (Duc); 5. Fabrizio Pirovano (Yam); 6. Stephane Mertens (Duc); 7. Carl Fogarty (Hon); 8. Terry Rymer (Yam); 9. Fred Merkel (Hon); 10. Giancarlo Falappa (Duc).

RACE TWO: 1. Doug Polen (Duc); 2. Raymond Roche (Duc); 3. Rob Phillis (Kaw); 4. Fabrizio Pirovano (Yam); 5. Davide Tardozzi (Yam); 6. Giancarlo Falappa (Duc); 7. Fred Merkel (Hon); 8. Carl Fogarty (Hon); 9. Terry Rymer (Yam); 10. Russell Wood (Bim).

SUPERBIKE WORLD C'SHIP POINT STANDINGS: 1. Doug Polen (177); 2. Rob Phillis (127); 3. Stephane Mertens (114); 4. Fabrizio Pirovano (101); 5. Raymond Roche (92); 6. Terry Rymer (71); 7. Fred Merkel (55); 8. Carl Fogarty (49); 9. (TIE) Giancarlo Falappa/Davide Tardozzi (47).



PREVIEW U.S. 500cc MX Grand Prix

More than a good race

By Nate Rauba
Photos by Kinney Jones

The only thing five-time 500cc MX World Champion Roger DeCoster wanted out of last year's U.S. 500cc MX GP was a "good race." The transplanted Belgian put his name on the line to bring the GP to southern California.

DeCoster got more than a good race on the track as the entire Motolink-promoted event turned out to be a spectacular success. After several years of declining attendance, the U.S. 500cc MX GP resurged with approximately 17,000 spectators cramming the hillsides and infields of Glen Helen OHV Park in San Bernardino, California. The U.S. GP hadn't seen that much glory since the days when thousands jammed Carlsbad Raceway, about 100 miles south of Glen Helen, and thousands more watched at home on ABC Television's Wide World of Sports.

DeCoster and Motolink are once again working together and will try to make the August 24-25 500cc Shoei Helmets U.S. Motocross Grand Prix even better. But how do you improve an event that was so successful in its first year at a new venue with a new promoter?

"We've learned from last year's mistakes," says Greg Baumann, who with his wife Yvonne founded Motolink, the Scottsdale, Arizona, firm promoting the event. DeCoster will direct all activities of the GP.

Mistakes? Last year's GP seemed to go off without a hitch.

Except for the massive traffic jam created when 17,000 people tried to funnel off the freeway onto the 2.5-mile, two-lane road that leads to Glen Helen. Another jam occurred as spectators left the GP.

"Last year, the law enforcement agencies didn't take us seriously," said Greg Baumann. "They didn't attend our meetings and were caught with their pants down."

This year, expect to see plenty of law enforcement officers directing traffic in and out of Glen Helen.

"They are all cooperating with each other to reduce traffic this year," said Baumann.

Motolink also seems to think that it was a mistake to keep the public out of the grandstands that provide a view of nearly the entire Roger DeCoster-designed course. Last year those stands were reserved only for VIPs from the many industry sponsors of the event, but this year a section will be opened up to the public. Approximately 1000 grandstand seats will be available on race day on a first-come basis for an additional $10 over the $25 general admission fee. Advance-sale general admission tickets are available at a $5 discount at participating Honda, Suzuki and Yamaha dealers, as well at Ticketmaster outlets. There will be no advanced grandstand ticket sales.

For those who want to get closer to the track, there are spectator terraces on the hillsides as well as fenced-in viewing areas in the center of the course. The hillsides also provide a good view of the entire track, although some hiking may be required to find the best spots.

Once again there will be many industry sponsors, and many of their products will be on display at an expanded Moto Expo. These displays in a tent-covered, carnival-like atmosphere will include all the new dirt bikes from several manufacturers as well as clothing and other products for sale from many aftermarket companies.

Besides having their bikes on display, Suzuki will offer demonstration rides on their dual sport models, and other manufacturers may offer demo rides as well. Dual sport enthusiasts can also participate in a special ride through the nearby San Bernardino mountains on Saturday. That is being put on by California Trail Rides. The entry fee for the ride also includes a barbeque at Glen Helen on Saturday night and special camping — for ride participants only — at the track.

The Maruko Hotel in downtown San Bernardino is the race headquarters and is offering special rates to U.S. GP attendees. There are also several motels less than 15 miles away near the Ontario airport and on Hospitality Lane at the south end of San Bernardino at the intersection of Interstate 10 and 215. Hospitality Lane also offers an assortment of restaurants and entertainment.

While Motolink can work to improve the atmosphere at the GP, one thing they can't do is control the action that will take place on virtually the same DeCoster-designed track as last year. Last year the racing turned out to be close and exciting, even though Eric Geboers had already wrapped up the World Championship.

Once again the title has been clinched prior to the U.S. GP, this time by Belgian Georges Jobe, but there should still be some close racing as the riders compete for the bronze medal and a top-eight placing in the final standings. Jacky Martens had kept the title race close until he encountered problems at the penultimate GP in Luxembourg, but he has clinched second in the standings. (See In the Wind for results of the Luxembourg GP, the last 500cc GP before the U.S. round at Glen Helen.)

Points are awarded based on a rider's finish in each of the two 40-minute plus two-lap motos at the GP, with an overall winner determined by the rider who scores the most points that day. The first place finisher receives 20 points, second 17, third 15, fourth

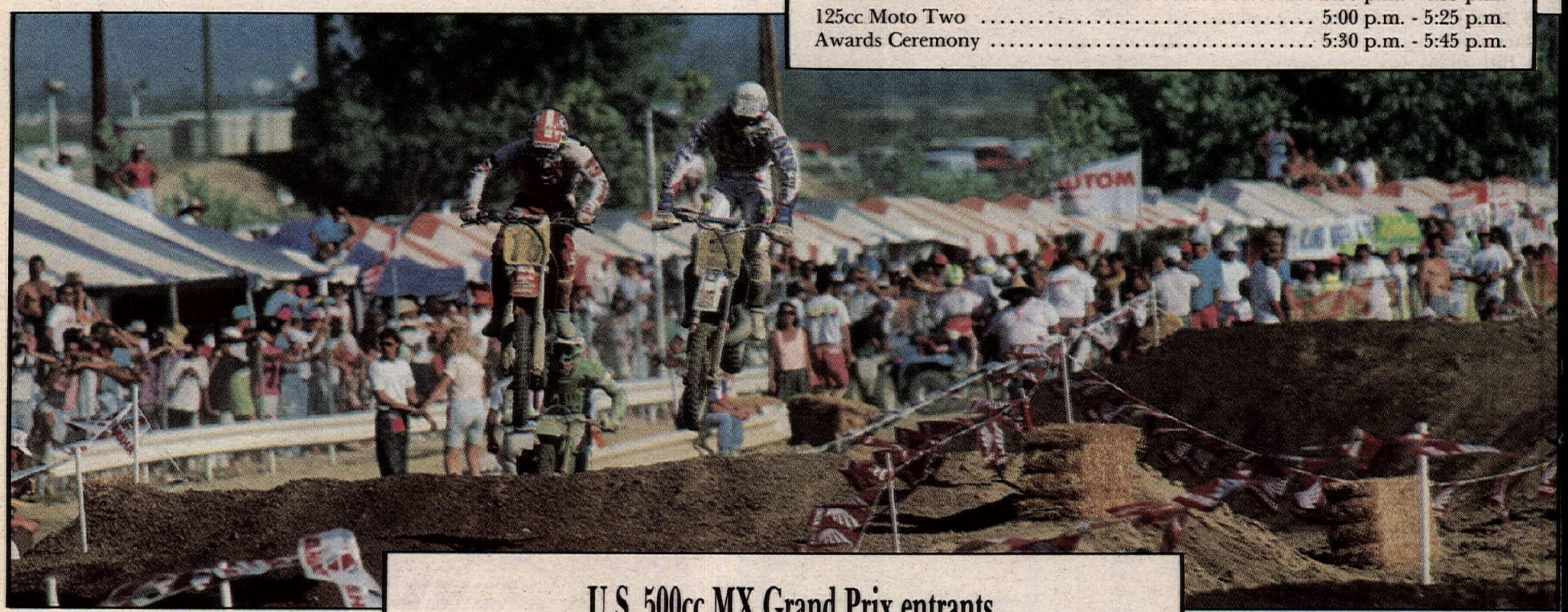
Race Schedule

SATURDAY, AUGUST 24

Rider Registration & Tech Inspection (at track)	8:00 a.m. - 11:00 a.m.
Rider's Meeting	11:30 a.m.
500cc Free Practice (1st session)	12:00 p.m. - 1:00 p.m.
Gale Webb Freestyle Show	1:00 p.m. - 1:30 p.m.
500cc Free Practice (2nd session)	1:30 p.m. - 2:30 p.m.
Support Classes Practice	2:30 p.m. - 3:15 p.m.
500cc Qualifying (if necessary)	3:15 p.m. - 5:00 p.m.

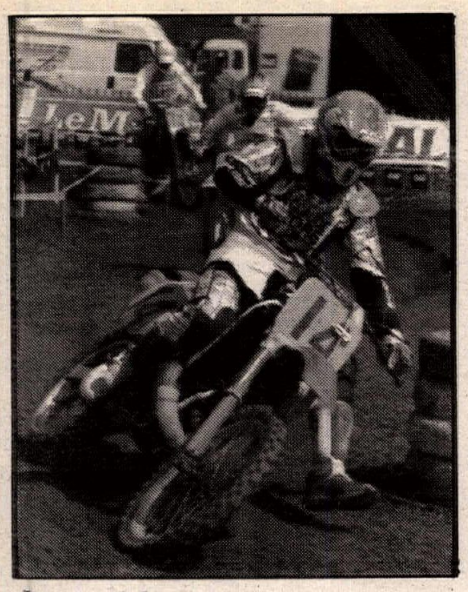
SUNDAY, AUGUST 25

500cc Free Practice	9:00 a.m. - 9:30 a.m.
Support Classes Practice	9:40 a.m. - 10:20 a.m.
500cc Timed Practice	10:30 a.m. - 11:30 a.m.
Rider's Meeting	12:00 p.m.
Autograph Session (Exhibit Area)	12:30 p.m.
Opening Ceremony	1:00 p.m.
500cc Moto One	1:30 p.m. - 2:20 p.m.
125cc Moto One	2:30 p.m. - 3:00 p.m.
White Bros. 4-Stroke Race	3:00 p.m. - 3:15 p.m.
Gale Webb Freestyle Show	3:15 p.m. - 3:45 p.m.
500cc Moto Two	3:50 p.m. - 4:35 p.m.
125cc Moto Two	5:00 p.m. - 5:25 p.m.
Awards Ceremony	5:30 p.m. - 5:45 p.m.



U.S. 500cc MX Grand Prix entrants

Dirk Geukens	Belgium	Hon
Jacky Martens	Belgium	KTM
Billy Liles	USA	Kaw
Kees Van der Ven	Netherlands	Hon
Jo Martens	Belgium	Hon
Georges Jobe	Belgium	Hon
Marc Velkeneers	Belgium	Hon
Arto Panttila	Finland	Hon
Giovanni Cavatorta	Italy	Hon
Johan Boonen	Belgium	KTM
Jeff Matiasevich	USA	Kaw
Brian Wheeler	England	KTM
Carlo Hulsen	Netherlands	Hon
Joel Smets	Belgium	Hon
Fred Andrews	USA	Kaw
Fred Van Loon	Netherlands	KTM
Jeremy Whatley	England	Kaw
Jim Owens	Luxembourg	Kaw
Jean-Marc Blanchy	Switzerland	Kaw
Olivier Perrin	France	Kaw
Jean-Michel Midey	France	Kaw
William Wopken	Netherlands	Hon
Rene De Rodde	Netherlands	Hon
Todd Sinclair	Canada	Kaw
Darrell Martens	Canada	Kaw
Steve Friesen	Canada	Kaw
Robertto Costa	San Marino	Hon
Soren Mortensen	Denmark	Kaw
Jean-Michel Bayle	France	Hon
Jeff Ward	USA	Kaw
Damon Bradshaw	USA	Yam
Walter Bartolini	Italy	Hus
Doug Dubach	USA	Yam
Keith Johnson	USA	KTM
Andy Stacy	USA	KTM
Jason Buttle	USA	Kaw
Greg Zitterkopf	USA	Kaw
Chris Young	USA	Hon
Ron Lechien	USA	Kaw
Shaun Kalos	USA	Kaw
Jeff Glass	USA	Hon



Georges Jobe

	Switzerland, APR 14	Finland, APR 28	Sweden, MAY 5	France, MAY 12	Holland, JUNE 2	Italy, JUNE 30	England, JULY 7	Germany, JULY 21	Belgium, AUG 4	Luxembourg, AUG 11	USA, AUG 25	Total
1. Georges Jobe	13/13	8/17	13/17	17/15	0/0	20/20	6/20	20/0	15/20			234
2. Jacky Martens	6/4	20/20	0/6	11/0	17/20	17/17	17/9	5/17	20/17			223
3. Paul Malin	5/9	17/5	15/0	20/20	20/0	0/0	5/0	0/0	17/15			148
4. Dirk Geukens	9/5	15/9	10/9	8/11	9/4	1/0	20/15	8/4	0/8			145
5. Kurt Nicoll	17/20	13/15	17/20	13/17	0/0	0/0	0/0	0/0	0/0			132
6. Billy Liles	11/15	11/0	0/4	0/0	15/17	15/1	15/0	15/0	11/0			130
6. Arto Panttila	0/8	10/7	20/15	9/3	13/5	8/10	2/2	2/3	13/0			130
8. Jo Martens	8/0	1/13	0/13	7/9	6/15	3/0	9/11	0/8	8/11			122
9. Kurt Ljungqvist	7/11	9/11	11/10	4/10	0/10	9/13	0/0	3/0	0/13			121
10. David Thorpe	0/0	0/0	9/1	15/0	0/0	13/0	10/4	17/20	10/0			99
11. Johan Boonen	15/3	0/10	8/5	6/8	7/0	0/5	11/6	0/0	0/0			84
12. Jeremy Whatley	0/0	0/0	0/0	0/0	0/0	11/15	8/17	13/13	5/0			82
13. Kees Van der Ven	0/0	2/6	1/7	0/0	5/11	0/2	13/10	6/9	0/10			82
14. Soren Mortensen	0/7	0/0	2/0	5/6	10/0	6/7	7/5	7/2	7/3			74
15. Ronny Weustenraed	20/0	5/3	0/11	0/0	0/9	0/6	0/0	0/7	0/5			66
16. Mervyn Anstie	10/17	0/0	5/0	10/13	0/1	0/0	0/3	0/0	0/0			59
17. Joel Smets	0/0	4/2	0/0	0/0	3/3	0/0	0/13	11/0	9/9			54
18. Carlo Hulsen	4/0	7/8	4/3	0/0	11/6	0/0	4/8	0/0	0/0			52
19. Jared Smith	0/0	0/0	3/2	0/5	4/13	0/8	0/7	0/0	0/0			46
20. Walter Bartolini	0/0	0/0	0/0	0/0	0/0	10/0	0/0	9/11	0/7			37

13, fifth 13, sixth 11 points, with each place awarding one less point down to 15th place. It's not unusual to see the GP regulars pull out after the halfway point of a moto if they're back in the pack with little hope of reaching a points-paying finishing position.

There will be many riders searching for championship points that both Jobe and Martens will have to contend with. The GP regulars will want to finish the year as high in the standings as possible, the goal being to finish within the top eight so that they are automatically qualified for the GPs next year. In GP racing, qualification is required when there are more than 40 entrants at an event. The top eight in the standings are seeded directly into the GP, while the remaining 32 starting positions are determined in timed practice sessions which take place the day before the GP. At the U.S. GP, there won't be more than 40 European entrants, so Americans will fill the 40-rider field and qualifying won't be necessary.

The race for third through ninth in the point standings is close, and with the exception of England's Kurt Nicoll, who broke his leg earlier this year at the Dutch GP while leading the series, Belgian Dirk Geukens, Englishman Paul Malin, American Billy Liles, Belgian Jo Martens (no relation to Jacky) and Finns Arto Panttila and Kurt Ljungqvist will be struggling for points which could affect the title race between Jobe and Martens.

But several Americans will likely affect the points race as well. With nothing to lose, they can go all-out for the moto wins. The winner of each moto receives 1340 Swiss francs, or just over $1000 in U.S. funds.

The "American" most likely to win comes from France, as former 125 and 250cc World Champion Jean-Michel Bayle, recently crowned champ of the Camel Supercross and 250cc National Championship Series, will attempt to become the first rider to win a GP and AMA Nationals in all three displacement classes.

Bayle's American competition will likely come from Kawasaki's Jeff Ward and Jeff Matiasevich, and Yamaha's Damon Bradshaw, who like teammate Doug Dubach will be riding a modified Yamaha WR500. Another notable American entered is Tuf Racing's Ron Lechien, winner of the U.S. 500cc MX GP in 1989, who is making a comeback from a broken leg he suffered at the end of that year.

The 125cc Support class, which will run two 20-minute plus two-lap motos, shapes up like an AMA National, as almost all of the top riders are entered.

In addition to the 125cc Support races, there will be a 15-minute four-stroke race, the White Brothers World Four-Stroke Challenge. The $3000 purse has attracted several top-notch riders, a few of whom will also be competing in the GP motos. Some of the riders lined up to compete include KTM's Mike Fisher, Lechien, ATK's off-road star Ron Naylor and Husaberg's 500cc GP campaigner Walter Bartolini. An entry is also expected from American Honda, and other possible riders are 1982 250cc World Champion Danny LaPorte, 1989 125cc National Champion George Holland, Erik Kehoe and Goat Breker.

Halftime entertainment will also include Gale Webb's freestyle bicycle/skateboard/skate show.

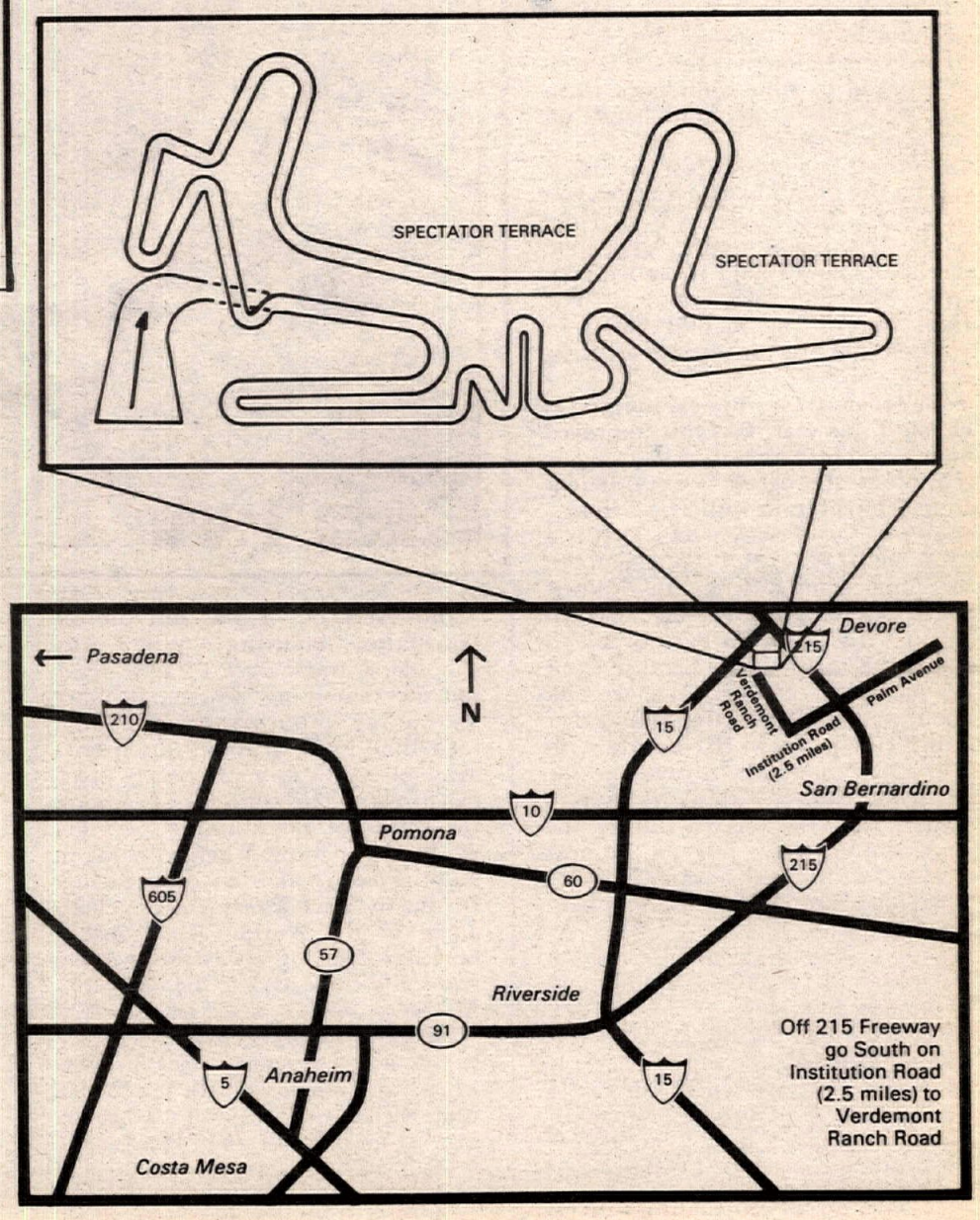
It may be difficult to top last year's U.S. 500cc MX GP, but with the field assembled for this year's race, more events within the GP and Motolink's year's worth of experience, there's every possibility that the '91 GP could be even better than the event's first visit to Glen Helen. CN

Former U.S. 500cc MX GP winners

Year	Site	Winner/country	Machine
1973	Carlsbad, CA	Willy Bauer, West Germany	Maico
1974	Carlsbad, CA	Gerrit Wolsink, Holland	Suzuki
1975	Carlsbad, CA	Gerrit Wolsink, Holland	Suzuki
1976	Carlsbad, CA	Gerrit Wolsink, Holland	Suzuki
1977	Carlsbad, CA	Gerrit Wolsink, Holland	Suzuki
1978	Carlsbad, CA	Heikki Mikkola, Finland	Yamaha
1979	Carlsbad, CA	Gerrit Wolsink, Holland	Suzuki
1980	Carlsbad, CA	Marty Moates, USA	Yamaha
1981	Carlsbad, CA	Chuck Sun, USA	Honda
1982	Carlsbad, CA	Danny Chandler, USA	Honda
1983	Carlsbad, CA	Hakan Carlqvist, Sweden	Yamaha
1984	Carlsbad, CA	Broc Glover, USA	Yamaha
1985	Carlsbad, CA	David Bailey, USA	Honda
1986	Carlsbad, CA	Rick Johnson, USA	Honda
1987	No U.S. 500cc GP due to MX des Nations		
1988	Hollister, CA	Eric Geboers, Belgium	Honda
1989	Hollister, CA	Ron Lechien, USA	Kawasaki
1990	San Bernadino, CA	Eric Geboers, Belgium	Honda

Jacky Martens

Billy Liles



INTERVIEW Motocrosser Georges Jobe

By Alex Hodgkinson

When the World Championship 500cc MX Series began in April, Georges Jobe had been written off by most people as a has-been. He hadn't won a Grand Prix since he won his third title in 1987.

But the 30-year-old motocrosser from southern Belgium never lost faith in his own ability and, despite being hampered by injuries to the shoulder and ankle during the first half of the season, he maintained his challenge for the title and took over the points lead following the elimination of Kurt Nicoll with a broken thigh at the fifth round of the 500cc MX GP Series.

Jobe comes to the Shoei Helmets-sponsored U.S. 500cc MX GP at Glen Helen with World Championship title number four in his hands, and we spoke to him a few weeks before he embarked for America.

* * * * *

This year you have been riding works Hondas. To what extent is your return to the top due to the machinery and how much is due to you?

I think motocross is a sport where everything has to blend together. Even if you have a good bike, you will never reach the top if you are not fit, and conversely it is no use to have good condition and organization if you do not have good machinery. To be successful in this sport you must have a good bike, good physical conditioning, be well-organized and have people around you who can motivate and support you through the good times and the bad.

One must not think of the World Championship as starting with the fall of the starting gate at the first moto of the series; the preparation for a successful attempt at the World Championship must start the previous year.

I think the basis of my current position in the championship is due to my preparation over the last year.

Did it add to your confidence when you were able to get your hands on the works Hondas?

Of course. But it isn't just the bikes. It is the organization which allows you to test the bike thoroughly and the whole setup; you need to have good mechanics, and I have two good men in Ari Skog and John Luotonen. The final step is the mental belief in yourself and everyone and everything around you.

Your program for physical training is changed this year. Has this improved your level of fitness?

The physical program is very different from before. I train with Eric Geboers' triathalon team every week. That is a great boost. We are all sportsmen, but we come from different disciplines. Each of us is highly motivated to reach the top. It is particularly enjoyable to train with these people because I can get my mind off motocross; we talk about many different things and that is difficult to do when you are with a group who are all involved in one particular sport. I think it is very important to be relaxed during the week and go to the race on the next weekend with a fresh approach.

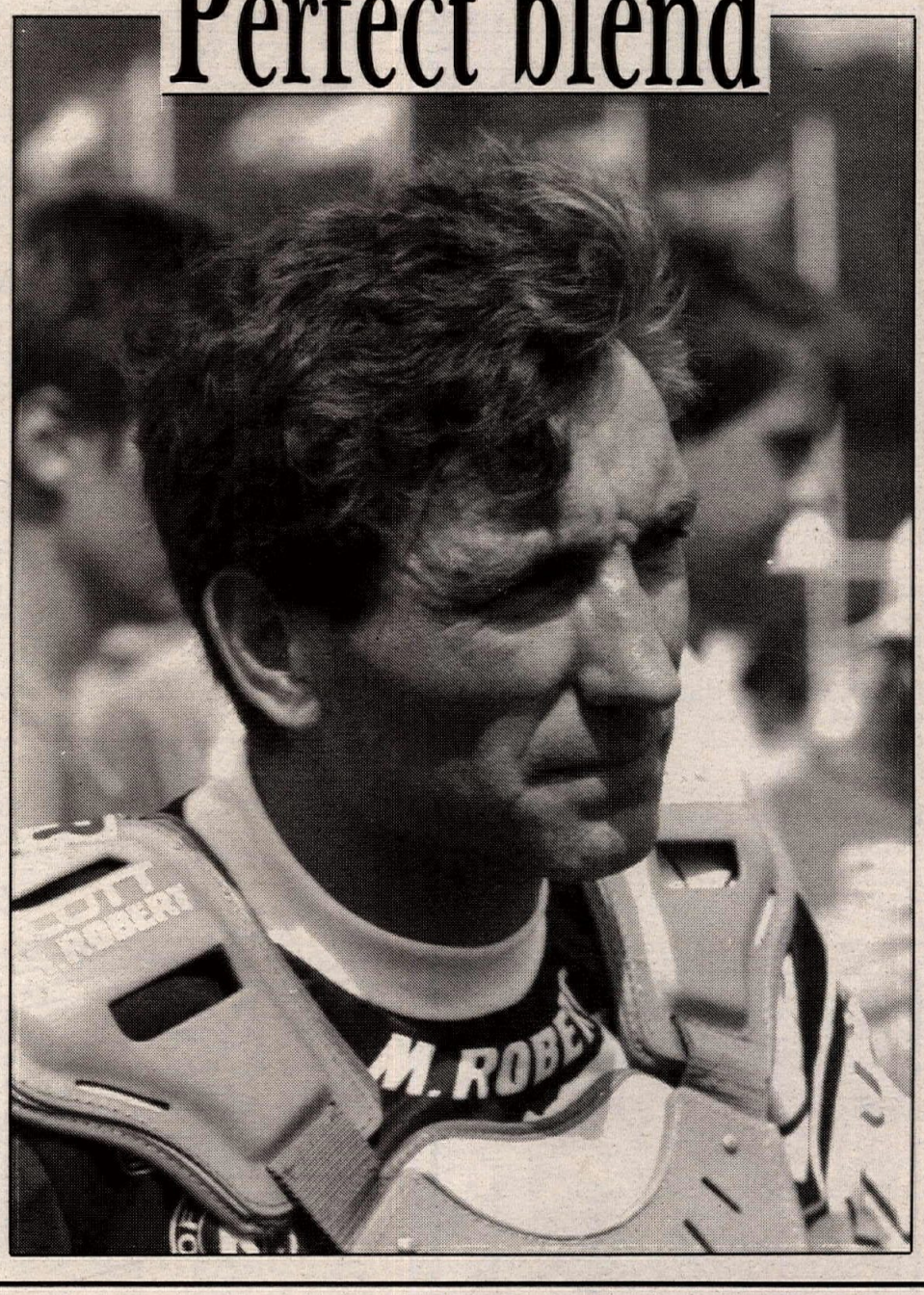
What does your physical training plan involve?

We concentrate on the three triathalon disciplines of bicycling, running and swimming every day.

How often do you ride a motocycle during the week?

This year, not very much. Obviously I had testing to do before the first GP — and I became a little tired because I was doing too much, but after that I hardly rode a motorcycle in practice until July because of my injuries. The shoulder injury I sustained on the day when we should have been racing the GP in Austria (in April) prevented me from riding a bike, except in GPs, for five weeks. I only rode an absolute minimum of two or three laps in Saturday qualification sessions, and I even used to sit out free practice on Sunday mornings. I was almost to the stage where I would have been able to ride more often when I broke a bone in my ankle at the GP in Holland (in June), so I was unable to ride for another four weeks. I wasn't able to practice with the motocross bike until after the Italian GP at the end of June.

Perfect blend



But every day I was out on the triathalon training. When my shoulder was damaged I had to leave out the swimming, while I couldn't go running with my ankle injury, but each time I still had two disciplines available to me to maintain my physical fitness. This ability to maintain two-thirds of my training program while I was injured helped a lot in keeping me in condition for the racing.

During the last few years you have been down in the World Championship rankings. Did you always believe that you could come back to the very top?

Always.

What gave you that conviction?

It was a gut reaction. Back in 1989 when I had the team with my friends Alain Lejeune and Ludo I used to say that my time would come again.

With the new setup this year I wanted to work hard and be near the top, but my long-term plan was to be completely ready for 1992. That is still very much part of my plan and I expect to be faster next year than I have been this season. I think everything will be better; I will be physically stronger, the bike will be even better if I can practice more and our organization will have had a year to settle down.

In retrospect, was it a mistake to go 125cc GP racing in 1988 at the age of 27?

Everything I did that year was done with 100% conviction, and I don't regret doing it; it was a good experience for me. The final result was not so good as I finished 10th in the championship, but I had been battling for third during the first half of the season, then I had bike problems and finally I broke my hand before the last two GPs. We were not well organized that year.

That was the first time since 1979 that you had finished a GP campaign outside the top four. Did it affect your confidence?

Certainly not. When I came back to the 500s in 1989 I had some good results, but I had some bad luck and, like I said before, everything has to click together if you are going to be successful. Take 1989. In the Millfix Johnson team we had a good budget and we were well organized, but the problem was mechanical. We could not get our hands on any parts to improve the bikes.

You managed to get the works Hondas this year through Eric Geboers, but he has not been present himself at the GPs. What involvement does Eric have?

I am racing for Geboers' EG Events and we lease the material for the whole year through our sponsors. I have full use of the training scheme, the medical support and the practice tracks and all aspects of Eric's organization. Eric put the entire organization which he had as champion at my disposal.

Honda had given Eric an open ticket to do what he wanted with the factory bikes and he wanted to give another rider, which turned out to be me, the chance to take advantage of this.

When we made the arrangements for this season, everyone was given a specific task and my job is to ride the bike. I have not had to concern myself with finding sponsors, looking for race contracts or anything like that, while Ari and John are also employed directly by EG Events and not by me. When I wake up in the morning I only have to be concerned with riding the bike and getting my body prepared for that.

Compare that with last year when I had to arrange my tires, oils, chains and so on. Even on Sunday morning my first task would be to check that the mechanic had done everything I wanted him to. When you take on so much, it is impossible to be 100% mentally prepared for racing.

Will you be riding the works Hondas again in 1992?

It is too early to say that I have them for sure, but we are headed in that direction and there is a very good chance that we will have the same team as this year. Maybe Eric himself will be back and we can race in a two-man team. Eric has not been on a bike this year, but when I talked with him recently he admitted that he was missing racing. Whether he decides to race or not, I certainly want to continue with the present organization next year.

Is there still sufficient material to carry on with the Hondas?

The model is now several years old in its basic concept, but we are in a continual state of modification and development; we are continually receiving supplies of modified parts and Honda can continue to produce parts for us for years to come.

When you were injured earlier this year, did you ever feel that your dream of a fourth World Championship title would have to wait until at least 1992?

When you fly off to a race, you always have to have the conviction that this particular weekend is going to be your day, but in Finland a week after damaging my shoulder in April, I didn't feel that way. When I woke up Sunday morning in Finland I didn't think I would even be able to start the race. I was so stiff from the few laps of qualification on Saturday that I could not even lift my arm to put it in my pocket, but my Finnish mechanic Ari found a doctor who taped me up and all of my team and family was behind me, encouraging me to go on and race. That sort of support gives you the motivation.

When I broke my ankle in Holland I never believed that the championship was finished for me. There were four weeks to the next GP and I always believed that I would be back for it, but in Finland I had been really pessimistic and thought my chances were gone.

Is the encouragement from your wife Fabienne and the rest of your family important to you?

Yes, very. They have been behind me for many years. Take my parents for example. They have come to every race

since I was a youngster and they never pushed me or tried to force me to either do something or not go somewhere. They were always behind me doing what I wanted to do. I think I was lucky to have such parents. Fabienne has been the same; she has always supported me without pushing. It is very hard to stay at the top and they have played an important part in helping me to stay at the top for 13 years.

How long do you hope to continue racing?

For as long as I get up in the morning and have the motivation to win, and feel that I can do so. When I start to wake up and think that I don't want to race motocross any more, then I will stop. If I ever feel that I do not have the machinery, physical condition and team organization to win, then I will stop immediately.

Have you finished racing supercross?

No. I am in negotiation to race the Masters of Motocross this autumn. I am ready to do the supercross rounds, but I want to have the time to build up the motivation and preparation to ride them.

I am no longer interested in getting a call on a Wednesday offering me money to start in a supercross on the weekend. Now, I only want to race if I am properly prepared.

Five or six years ago, I would accept contracts at the last minute for races, and it was often in these races that I crashed and got hurt. I was younger then and wondered why. I can see now that I was trying to do things when I wasn't properly prepared, and I don't want to do that sort of thing again.

The 500cc GPs are saved for the immediate future, but the FIM's motocross commission still seems determined to instigate some changes in the format of GP racing. Do you think this is necessary?

Of course I think that the present system could be improved, and perhaps it would be a good move to have more than one class racing separately but at the same meeting as is happening this year with the Japanese GP. But cancelling one or more classes is not the way to go.

If they try to restrict the championships to only one class, then they will kill motocross. Just took at road racing. That is probably at its highest point ever as far as image and public awareness is concerned, but they have three solo classes. If you only have one class, then you only have one single winner and you reduce the number of household names by a third.

I think that we can improve motocross, but we must do it all together. The riders, the industry, the people from the federation and the press should all be talking together about it. At the moment every group is staying in its own corner.

We could have a mixture of 125 and 250, 125 and 500 or 250 and 500 doubleheaders, even some GPs with only one class. Perhaps we could even have 16 rounds in each series, like in road racing, rather than 12. The expenses for the industry to contest more than one class would be significantly reduced and the public would be presented with a more attractive program. But reducing the number of classes is not the answer.

* * * * *

Going into the series finale at Glen Helen, Jobe holds an insurmountable 43-point advantage over Jacky Martens. Jobe will end the season at the U.S. GP and return home to Belgium with another 500cc World Championship to add to his collection, which already includes the 1987 500cc crown as well as the 1980 and 1983 250cc World Championship titles. CN

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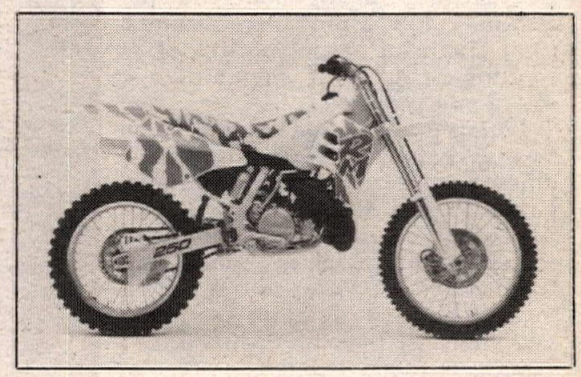

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A different kind of promoter

By Tony Tellier

Promoter. Who comes to mind when you hear that word? Right, Don King!

"Promoter" has had a somewhat scandalous quality attached to it, an unsavory air. The boxing scene is mainly responsible for that. You know the scenario: shady deals in smoke-filled rooms and all of that. Deal-makers, big cigars, the whole nine yards. (Note: the dictionary has one definition: " . . . to get possession of by doubtful means.") So that no one would dare think that I was impugning the veracity of promoters everywhere, the equal time edict requires that I mention that the same dictionary also notes that a promoter "assumes (the) financial responsibility of a sporting event." So it is not always a walk in the park.

This race promoter — fashion model Yvonne Baumann — is an entirely different creature. The United States Grand Prix of Motocross, the American round of the World Championship 500cc MX Series, is promoted by the former Miss Coors as a labor of love. An unusual situation, you might say? Perhaps, but still exhilarating. What *is* unusual is that this succeessful entrepreneur was a novice, no, a beginner, when she jumped into race promoting last year. And what is even more unusual is the fact that she is a woman in an area of activity that is generally considered a man-only game. Add to this the fact that she was a beauty queen: first as Miss Refugio County, then finally to a fifth in the Miss Texas pageant. You can imagine how many *tough* contestants Texas would generate.

Yvonne Baumann has taken a supposedly pretty-farfetched idea and made it a reality — on the first try. The 1990 U.S. GP, held at San Bernardino, California's Glen Helen OHV Park, was her first try at promoting. To make matters even more complicated, it was held at a new venue. During the previous two years, the GP was held at the northern California site of Hollister Hills, and for many years before that at southern California's Carlsbad Raceway. The switch to the new, unfamiliar, and relatively obscure track would be yet another hurdle in a seemingly unending series of challenges.

But surprise, surprise: *her* race was a success. It drew 17,000 *paid* spectators, who were able to see the world's best big-bore motocrossers go at it on a course designed and supervised by five-time 500cc MX World Champion Roger DeCoster. In addition to the 30 Europeans who competed in the event — that figure is a tribute to the power of Roger D's name and his ability to convince the riders who were already out of the points chase of the quality of the event — a 125cc Support class kept everyone seriously entertained, plus the fans literally went wild during the Vintage event.

So, how did a 26-year-old woman who calls Arizona home become the *El Jefe* (The Boss) of the U.S. 500cc MX GP? The story is even more unlikely than the end result, but it reads well.

From a wide-spot-in-the-road Gulf Coast Texas town (Refugio — Population: 4000), she went to Houston, where, at 18, she met Southwest Airlines Captain Greg Baumann. Ending a whirlwind courtship, they were wed in his father's plane, flying over Austin! It all sounds so "Texan." Greg, now 31, flew as a corporate pilot prior to his airline job (he is the youngest Southwest captain). Motocross legend Bob Hannah and he have mutual interests: Greg likes bikes, "Hurricane" loves to fly.

Yvonne stresses that Greg is the "glue" at their company (Motolink) — he holds it together when chaos threatens.

For their third wedding anniversary, Greg bought a pair of Honda thumpers, an XR200 and a 350. They soon became members of the Trail Riders of Houston, a club that hosts the Caney Creek National Enduro and also flags the Astrodome Supercross. In '87, and since Yvonne had been riding with the club, she was asked to wear her riding gear at the Astrodome race. They wanted a woman to "(wo)man" the club's display booth and also do some "runner" work during the event. Her floor job was to transmit hard-copy info to the announcers and AMA Referee Ron Crandall — info too complex to read over the headsets.

Let's take a break and set the stage: Yvonne's appearance could best be described as "striking." Fact: she was on the cover of the April '90 issue of Travel and Leisure magazine — the Maui swimsuit issue. Her resume would also note catalog work. In addition to being an attractive woman, she is bright, articulate and quick to laugh (one would imagine that a real strong sense of humor would be a great advantage in promoting MX). Nothing like a dynamic smile to open those doors. In addition, she has a data processing degree from the University of Houston and holds a cosmetology license — she owned and operated a hair salon in Scottsdale, Arizona, prior to her becoming totally involved in promoting the GP.

"I get called to model a bunch . . . but I have no interest," said Baumann. Family and friends think that she is "crazy for not pursuing that career, (but) it's not challenging — promoting motocross, now *that's* a challenge!"

Okay, now back to the Houston Supercross scene. The then-current (and now-forgotten) official Miss Coors got tied up in airport traffic and couldn't clear Houston's Hobby Airport in time for the trophy presentation. Coors' Tom Karr said something to the effect: "Why not use that girl gofer in the leathers?" He had, obviously, noticed her. Being a model, Yvonne was used to being in front of the camera; being an active member of the motorcycle community she was easily able to answer the announcer's questions about the sport intelligently and could ably demonstrate her knowledge of what was going on.

That was it, she was instantly the new Miss Coors. At subsequent supercross events — Dallas, New York, Los Angeles, etc., she would ride the course, in full riding regalia, while then-champion Rick Johnson described the course over the public address system. Then she would stop on the finish-line tabletop, and pull off her helmet. Her long black hair would spill out of the helmet and, hey, would it be too trite to say that the stands went wild?

Well, one thing led to another, as it so often does. The Miss Coors scenario lasted for almost two years. During that period she was also Miss Unadilla for two 250cc GPs. Then it came to pass that the Motocross Des Nations needed a Miss Moto USA and for a year she was the "International Trophy Girl." She was then asked to ride in France's prestigious "24s Heurs de Brittany." She practiced, under Roger DeCoster's supervision in southern California, for that event and then it was on to living-out-of-a-suitcase and "May I see your passport, please" time. Yvonne spent three months in Europe accompanied by Roger D. The "24 Hours" is a popular dawn-to-dawn hare scrambles-type race, combining a motocross course, open trail terrain, and *lots* of spectators. She notes that the fans were seriously fanatical, and very vocal — you would get 40,000 spectators — on a *practice* day. Baumann was teamed with Les Sisters Gilbert — fast French *femmes* — on a Honda CR250; one of 133 multi-national teams, of which six were comprised of women. The team was pretty quick, finishing 30th overall. A simple, but oh-so elegant engraved silver loving cup stands in a place of honor in her office. It is the kind of award that you would drink your post-race champagne out of after you sprayed the fans. The family's typical run-of-the-mill screw-together trophies languish in the garage.

Greg Baumann was instrumental in getting his wife to push DeCoster off-center, feeling that he was "getting stale" — not capitalizing on his international recognition factor. Greg encouraged Yvonne to approach DeCoster, who, she found out, was still very hot in Europe (and Japan) — but in the U.S. his fame was moving toward that dusty closet of the nostalgia arena: "Yeah, Roger D was a rude dude!" While he was managing the HRC racing activity, those organizational and developmental tasks kept him well-hidden from the public, behind the scenes. Greg figured that Americans needed to be reminded of Roger's huge contribution to the sport of motocross: "Five times (World) Champion," says it all.

Her pitch to him was simple: "You commit to support the GP, and I'll do everything else." She was to do everything else, from the promo letter-writing down to the stamp-licking, all the headache jobs. They incorporated as Motolink Racing Enterprises, Incorporated: Roger DeCoster and the two Baumanns — period. Almost a Mom-and-Pop operation. Almost.

The task they faced to launch the race was enormous. Imagine the day-and-night effort, planning, and enthusiasm required. Three people, one flying a lot, and one an expatriate.

Hundreds of promo packages had to be mailed to possible sponsors — after they were designed, redesigned, then composed. Printing follows. Paying for the printing is very soon after that. Then the high-time consumption activity begins — the follow-up phone calls, and the incessant incoming calls require "schmoozing" and lots of pleasant small-talk, before getting down to business. You can not afford to miss the grease that lubes the deals — otherwise the machinery seizes. "Hey, what's happening? Oh, wow! How's the dog/wife/kid/new bike/job?" — pick one.

Yvonne obtained a promoter datapoint from the motocross that was held a few years ago, out at Scottsdale's Horseworld. "Where?" Didn't know about that one? That's okay, no one else did, either. Their advertising left a lot to be desired: it was either nonexistent or directed toward a segment of the Arizona population that really hated dirt bikes. It was truly a Stealth event — no one saw it — and the promoter took a bath. The Baumanns noted everything that he did, and then did exactly the opposite.

Staffing the project was simply a consideration of calling 10 (real good) friends that "we could trust — people you could yell at without them getting huffy and angry." One was their neighbor, Mark Guenther (the manager of manufacturing of Garrett's partially-Taiwan-based military turbofan project), who handled the bucks, hand-counting fives and tens in the ticket booth the weekend of the event. ("Hey, I missed most of the racing," he said later.) Trustworthy people get the tough jobs. Yvonne's parents even flew in from Texas and her father was put to work loading equipment, while her mother, who owns a balloon and gift shop, was, naturally, the balloon filler. "Mom-and-Pop," for sure.

Sure, everyone will say that having Roger D's name attached to the race gave it the credibility that it needed, so it was no big deal to run a successful GP. Sure! Easy enough to say, but not that easy to do, as DeCoster had never been in the race promo business *per se*. In fact, he was not even involved in that aspect of this GP. He wished to avoid the headaches of actually generating the GP — he is the engineering type: a *numbers, plans* and *things*-oriented guy.

The people-type jobs were Yvonne's responsibilty. She had to sell the event — cold — with no credentials. To sponsors, to the press, and to the great paying public most of all. In addition to selling the event, she first had to resell herself, her ideas, and her abilities — erasing any "bimbo image" (*her* words) that may have attached itself as so much unwanted (and certainly unwarranted) baggage. The Miss Coors position got her only so far, now it was a question of going beyond being "just another pretty face." In the U.S., a pretty lady is as often as not seen as someone who should be nonaggressive, compliant, and window dressing. Certainly not a successful businesswomen. Ladies like that scare a lot of people (men, actually) and other women are ofttimes hostile. Madonna is a good example of the ambivalence shown toward nononsense women. Yvonne's credibility would be a large factor in the success rate of her contacts. Roger's name had to play a significant portion to achieving that end.

Her telephone skills are impeccable: she keeps you directed, but still allows a reasonable interruption, now and then. As a matter of necessity, Yvonne had to become a secretary, a clerk, a writer, and a salesman — saleswoman. And that last job is the one that *had* to be done perfectly. While she was juggling the AMA, the bank, and Roger — all with one hand — the other one was being held out to (potential) sponsors. Wife and mother were additional, more-traditional roles that had to be interspersed within the GP job matrix. A healthy attitude helps too: "I can handle rejection," which has to be good — rejection comes with the territory.

One of the worst aspects of generating the U.S. GP is what Yvonne calls the "begging." You are forced into begging for sponsorships, begging for support, begging for publicity, begging to get those corporate doors opened. It's a downside and can be a demeaning position into which you have to put yourself. The upside is that people are (generally) less brusque to a lady — perhaps courtesy is not yet dead — once they determine that you are serious. If your contact is with another woman — well, all bets are off. Yvonne admits that she can allow herself to be a little more blunt in her approach, more than what a guy might get away with. Of course, her credibility regarding the 1991 U.S. GP is now highly enhanced due to the success of the '90 race — remember those 17,000 paid spectators. One sneak-in artist was so impressed with the show that he subsequently bought a ticket, at a Honda dealer: post-race remorse. When was the last time you thought of a motocross as role model material?

The plan was to establish a European air to the GP: a carnival atmosphere with a family ambiance — with "... no corners cut." What *that* translates into is "Big Bucks" — a $65,000 purse (in excess of the FIM-required $50K) with a total budget in excess of $300,000. This could be the Fiscal Ragged Edge — one stumble and a near-fall, an economic slowdown in cash flow (not even a reversal), would spell D-O-O-M.

It is interesting to note that this European *flavour* worked perfectly — while a similar attempt, the Formula One Phoenix GP, only drew 20% of the normal Continental crowds. But the Saturday gate at the U.S. GP was frighteningly low — dangerous vibes were on the horizon — until they realized that the pre-race ticket sales would account for almost 50% of the gate — "which is unheard of." The Baumanns used Ticketmaster for the southern California area ticket sales — plus over 100 participating Yamaha, Suzuki, and Honda dealers throughout California, Nevada, and Arizona.

They spent $25,000 for area radio spots, and 2500 posters were distributed. On the other end of the expenditure scale, at the San Jose Supercross, Yvonne inserted GP fliers into all of the programs — by hand. Their promo package — a concise, professional booklet — was done at home on their personal computer. Three-hundred packets were sent out — the obvious targets were people in the motocross/dirt bike industry — but, being a thinker, they also sent packages to peripheral companies. Nautilus, the manufacturer of exercise equipment, is a good (but unresponsive at this time) example. One of the pains is when follow-up phone calls elicit the "We didn't get one" response when you *know* that it was not returned. Hey, don't you *always* get your bills in the mail? The U.S. Postal Service does a damned good job — even with the new, improved 29¢ model. But you should not question potential customers and sponsors: "Did you toss it into the circular file?" Yvonne notes that people are now far more aware of what she has accomplished and they are far more receptive to her calls.

Yvonne Baumann competed in the 24 Hours of Brittany with the Gilbert sisters.

Her performance on the telephone was exemplary; their 1990 sponsors included Honda, Suzuki, Yamaha, plus associate supporters Bridgestone and Scott. An added draw was the motorcycle show: the "Moto Expo" area featured displays of dirt bike manufacturers, including ATKs and Husabergs. Honda and Suzuki offered demo rides — Suzuki had some of their popular four-stroke DR models available for some hill and trail charging. Beer and food concessions were top-notch — the barbecue pit had them begging for more. Messy but good. And who cares if you get dirty at the GP?

There *are* some positive peripheral aspects to the promotion business: there are plenty of contacts that make life a little more pleasant. Complimentary riding equipment is packed along the Baumann's garage wall — and "suppliers' trade-outs" are common and a handy way of doing business. Their association with U.S. Suzuki allowed Yvonne to buy — at a very reasonable price — a Bandit that had been won in a rafle. No collusion inferred — just a situation of being there at the right time. Then the full-boat option package was arranged by local District Sales Manager Mike Mahoney. Their garage is packed with fun vehicles: Yvonne's XR200; Greg's KTM 300 and 604 ATK; the Bandit; his FJ1200; an RMX 250; a Waverunner; plus a minibike for their daughter, Yvey. Yvonne even rode to the Laguna Seca road race GP.

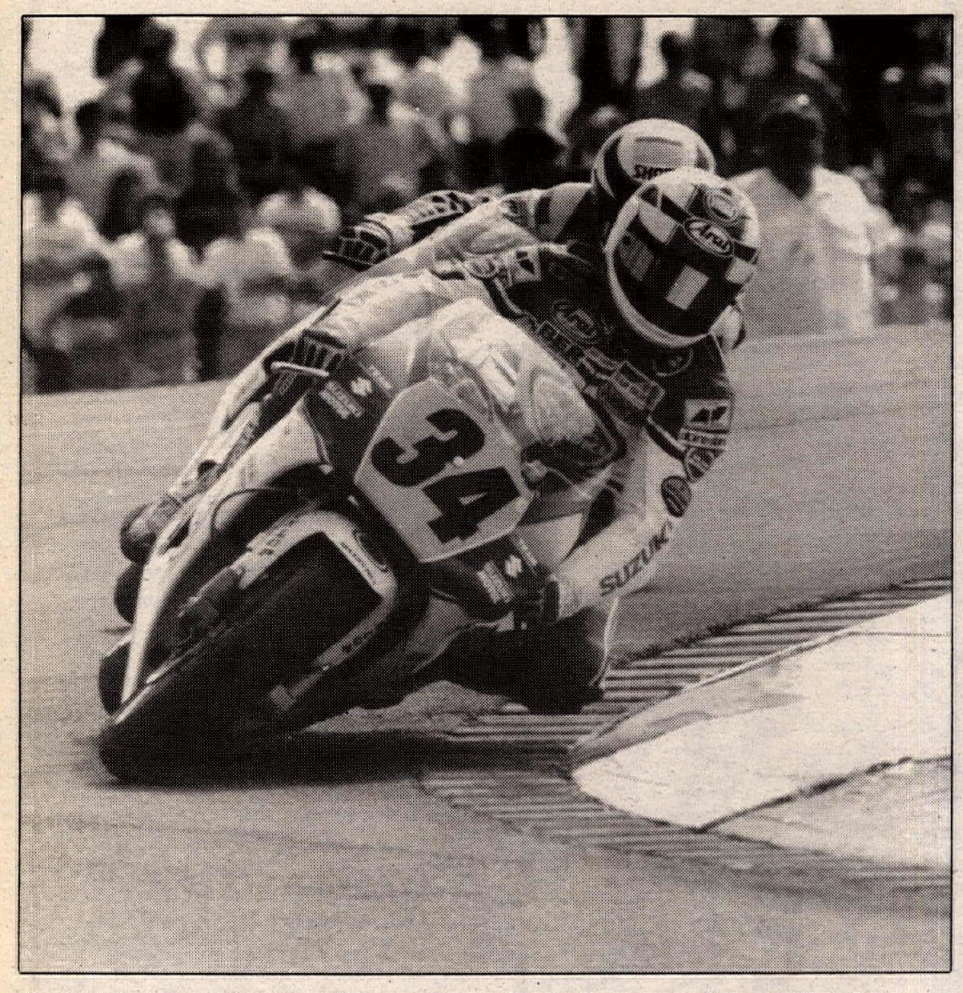
If the workout required to push your luck, jump to conclusions, and run amok is not sufficient exercise for Yvonne, keeping on top of the old physical fitness situation is an added problem. ("You never knew when you might have to go to Hawaii to model a bikini or tank suit . . . I am seldom called on any more.") To meet those requirements, she swims, skis, jogs, works out at a gym and uses free weights at home, and rides, although "the GP really cuts into my time."

Scenic riding areas are close to their Scottsdale home: out in the unlimited desert to the north, and around the Four Peaks area. The family did some trail riding with Camel Supercross Champion Jean-Michel Bayle after his amazing come-from-behind victory in the Tempe Supercross early in the season. That was just one of the "perks" of the job, and they certainly mean a lot to a bike-oriented family.

But for now the playtime must wait. The '91 GP is coming; the work begins again — now Yvonne Baumann's phone is *always* busy. And it's likely it'll stay busy, seeing as how Motolink is working to promote the 1993 Motocross Des Nations at Glen Helen.

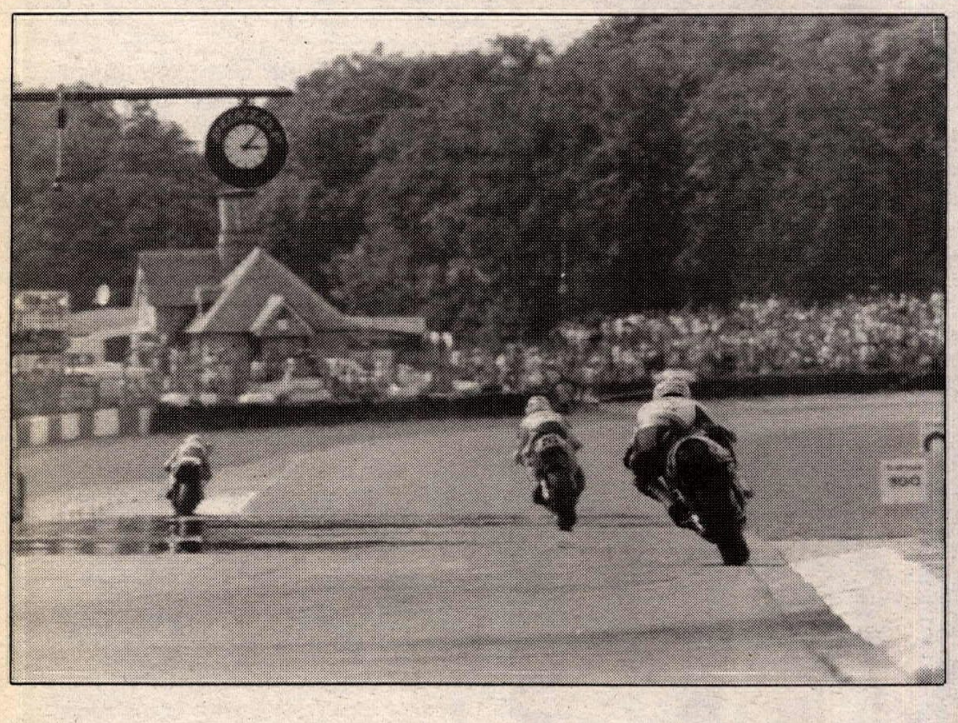
Okay, word association time again. Promoter. Right, Yvonne Baumann. CN

ROAD RACE World Championship Road Race Series: Round 11



Kevin Schwantz (34) passed Wayne Rainey in the final laps of the British GP.

Michael Doohan gives chase to Rainey and Schwantz; he finished third.



Schwantz takes third straight British GP

By Michael Scott
Photos by David Goldman

DONINGTON PARK, ENGLAND, AUG. 4

Kevin Schwantz scored his third British Grand Prix win in succession at Donington Park, and his fourth win of the year. And like all the others, it was a fighting victory over the remorseless Wayne Rainey.

In the end, it was a rare mechanical glitch to Rainey's Marlboro Yamaha that tipped the balance in Schwantz's favor — but even then the Lucky Strike Suzuki rider had to work for the win, achieved with the team's first-ever use of on-board computer equipment. Wagging his tail wildly with persistent wheelspin, he rode all race long with all of his old brilliant brinkmanship, and none of the caution that has been a new element of his riding this season.

Rainey's problem was a splitting exhaust, that knocked the spurt of his drive out of the corners, but he put up a typical display of dogged defense.

Schwantz's decisive move was a thriller — right around the outside at one of the track's pair of hairpins, and he had one full lap to slither ahead to win by less than a second.

The race, in cloudy but warm and dry conditions at the circuit set in a rolling parkland near Derby, marked a high point in the rehabilitation of Dunlop tires, made by hand at the nearby Fort Dunlop factory.

The Midlands men held the home ground all weekend, with Michelin runners struggling. Michael Doohan put his Michelin-shod Rothmans Honda on the rostrum in third — a mighty achievement under the circumstances. "It was like riding in the wet," he said later. "I nearly crashed more often here than I've nearly crashed anywhere this year."

Marlboro Yamaha's John Kocinski was fourth after leading the opening laps — the 250 champion's first time at the head of the 500cc field, and signalling a possible improvement in form and fortunes after at last receiving a revised chassis from the factory.

A disappointed Wayne Gardner was caught in the Michelin trap, and having to work hard to bring his Rothmans Honda home fifth, coming under pressure in the closing stages from Eddie Lawson's Cagiva, the similarly shod former World Champion riding his spare bike after crashing his race bike in morning warmup.

The 11th race of the season saw Rainey extend his title lead slightly over Doohan, and Schwantz close up somewhat. But continued doubt over the Brazilian GP scheduled for September means the championship may be over sooner than expected.

The 250cc GP was an Italian-style tragedy — mercifully without serious injury. The Aprilias were leading practice when factory rider Pier-Francesco Chili crashed and was hurt. Loris Reggiani started his Aprilia from pole, and led most of the race. Then he was caught by eventual winner Luca Cadalora on the Rothmans Honda, and crashed spectacularly trying to defend his position.

Repsol Honda's Carlos Cardus was a frustrated second, held up by backmarkers on the last lap, and HB Honda's Helmut Bradl was third.

The 125cc race gave another walkaway win to superstar Loris Capirossi on the Pileri Honda, with some fast and furious action in his wake. Teammate Fausto Gresini, riding with a broken thumb after a practice crash, was second, after fending off German Peter Oettl after a fierce battle. The two Italians are now so far ahead that they have secured the World Championship with two rounds remaining. The only question is which one of them will it be.

Rolf Biland won the sidecar race, his second victory in succession, with Steve Webster second and Egbert Streuer third.

500cc GP

Kocinski tore off in the lead of the 30-lap race, which he held for three laps; but the cream of the crop had all gotton away well enough behind him, with Gardner second at the end of lap one, Schwantz third, then Doohan and Rainey, and after a bit of sorting out the old hands took over.

It was Schwantz at first, followed by Rainey, with Kocinski hanging on and the Hondas losing ground. Gardner's noble efforts brought him close to the ragged edge, and once he succumbed to Doohan on lap five he was no longer in the picture.

Then, when Rainey moved inside Schwantz at the chicane to take the lead, the race even became rather processional. "Once I got by the Hondas, I could see that my bike was working better than Kevin's, and I decided to make a run on him and try and get well ahead," explained the championship leader, and his fluorescent Yamaha drew steadily ahead.

Schwantz could use his Suzuki's nimble handling to buy time back on the sweeping sections, and his six-piston caliper AP brakes gave him an edge on braking for the tight corners that finish the lap. But he was losing on corner exits, with consistent wheelspin forcing him to pick the bike up before giving it full power.

Gradually he dropped away until the gap was approaching two seconds by one-third distance. It seemed the race for victory was won.

But Schwantz wasn't for giving up, and he had closed the gap again by tenths every lap until it was closer to one second when, at half-distance, Rainey's troubles began. "Coming onto the straight, it suddenly got a lot louder, and it kept on getting louder from then on. I wasn't sure if an exhaust was going to fall off or something. Looking at the tach it didn't lose any revs at the top, but it wasn't picking up as quickly, and taking longer to get there."

Schwantz didn't wait for a written invitation. "I could tell he had some sort of problem." He redoubled his efforts, and again the gap started to close until with some 10 laps left Schwantz was in a position to mount a challenge. But Rainey is no quitter, and he made his old rival work for it, putting him firmly back in his place after one briefly successful overtaking move up the hill.

Thus Schwantz was obliged to hang on to some fearsome slides as he pressed and pushed at the Yamaha.

The clincher was a classic. For two laps, he'd shoved up the inside at the Melbourne Loop, the penultimate hairpin. Then, with two laps left, Rainey ran in tighter, to protect the inside line. Schwantz later admitted it was half plan, half luck. "The crucial thing was I got a real good drive out of the chicane, and when I got to the corner and he was tight and much slower, the only way was round the outside."

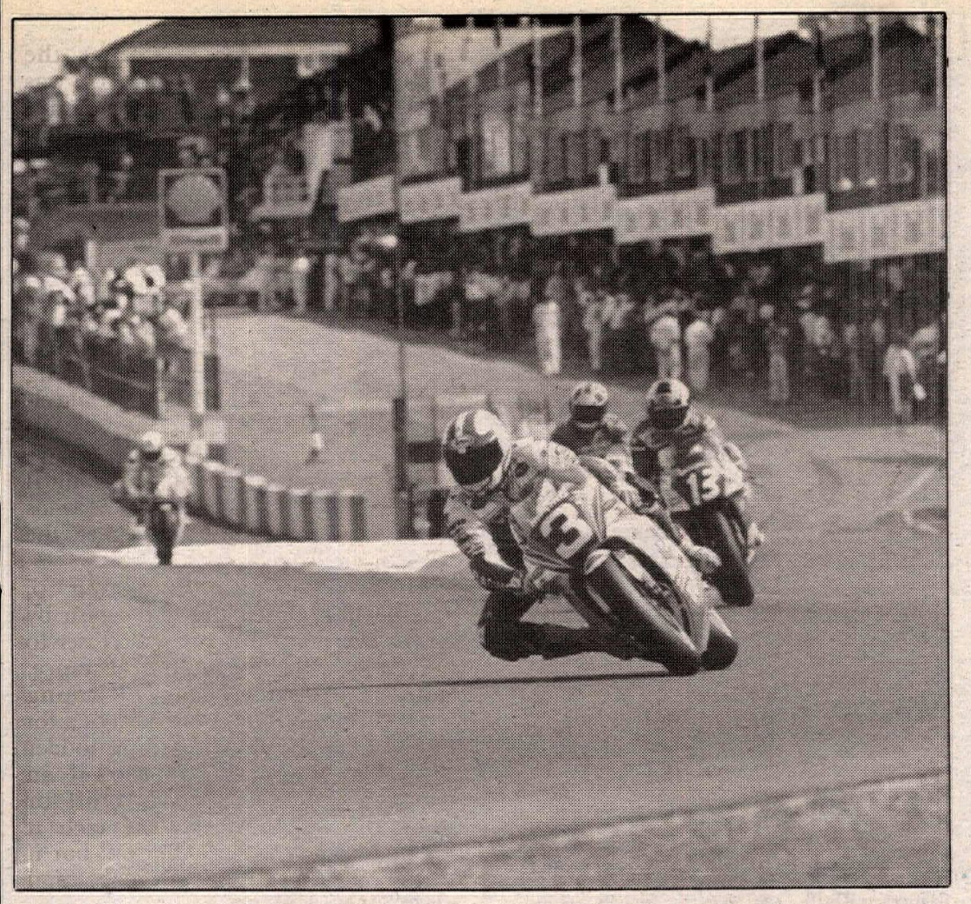
For the remaining two corners, he stayed right on the ragged edge, almost losing the bike once as he looked over his shoulder, to lead Rainey over the line by under eight-tenths.

"Kevin was pretty awesome today," acknowledged Rainey. "I was expecting him up the inside at the hairpin, and he rode round the outside instead."

"That was tough," said Schwantz afterwards, having added another lap record to his tally as well as 20 more points to his title score. "But there was never any question of settling for second. I rode as hard as I could all race long, and I did everything I could to keep him in sight."

The two American rivals now share four wins apiece, while three-times winner Doohan was obliged to do the best he could to defend his own championship position. This he did in fine spirit, diving inside Kocinski to take third at the last hairpin on the 11th lap, and putting a comfortable distance of six seconds by the finish between himself and the young American. "We changed the bike a fair bit after the last practice, but it didn't make any difference to the traction," he said. "I knew I could race all day at my qualifying speed. But every time I tried to get aggressive the rear would try and spin out or the front to tuck under. I'm happy that I could get into the top three."

Kocinski was pleased with a good



Luca Cadalora (3) won his sixth 250cc GP of the season; Loris Reggiani (13) crashed.

finish, if not by missing the rostrum. "I moved over because I thought I was getting in the other guys' way," he said. "But I wasn't."

Gardner was obliged by pressure from behind to get going a bit towards the end, but was disappointed that his pit were not signalling him with the gap to Kocinski ahead, which was shrinking in the process. He ended up just four seconds adrift.

The pressure was coming from a good three-way battle. Niall Mackenzie — having a one-race outing on Doug Chandler's unused spare Yamaha — had been the first to close up, after getting ahead of Lawson, who had de Radigues in close attendance on the second Lucky Strike Suzuki. There was some back-and-forth between the on-form Belgian and Lawson, with both of them then closing again on Mackenzie.

De Radigues got to the front of the group more than once, but complained of a lack of horsepower that spoiled his straight-line speed. Mackenzie meantime was having fun in his first GP since last season, and his first on Dunlop tires. "That's the best front I've ever had," he said. "It saved me so often."

But nobody was surprised when Lawson found some reserves of strength in the closing stages to overcome both of them, and to close a gap of four seconds behind Gardner to only two seconds at the flag.

Juan Garriga's Ducados Yamaha had been hanging on to this group, but gradually fell behind in a lonely ninth; Marco Papa was 10th on the second Cagiva, a lap adrift, with Yamaha privateer Laycock defeating Ron Haslam's lone Norton for 11th, ahead of the privateers.

Michael Rudroff was the best of these; finishing less than a tenth ahead of Cees Doorakkers after shadowing him for the full race distance.

Both the French Mobil Sonauto Yamaha riders Jean-Philippe Ruggia and Adrien Morillas crashed, as did Doug Chandler, his first race get-off of the season. Sito Pons was another non-finisher after a lackluster performance.

Rainey's lead extended to 185 points (163 net, discarding the worst two results), over Doohan on 175 (160), Schwantz 156 (147), Lawson 118 (113) and Gardner 113 (107).

250cc GP

Wilco Zeelenberg led the charge down the hill, with pole starter Reggiani second and Alex Criville shooting through to third in a controversial flying start from the third row of the grid. This was to prove crucial for Jochen Schmid, who had started from the front row, but wasn't to complete the lap. Criville crashed at the chicane and took the German down with him, and the fight afterwards spilled over into the pits, with rival team mechanics at each others' throats.

Reggiani was soon formatting his Aprilia on Zeelenberg's Sharp-Samson Honda NSR, with Luca Cadalora's Rothmans NSR up to third on lap two, ahead of three more Hondas — Bradl, Cardus and Shimizu. And by lap three the Aprilia led, with Reggiani starting work on opening up an impressive lead.

Zeelenberg was to run into tire problems as well as a lack of acceleration, and he gradually dropped back, but the Honda pursuit group was forming up behind Reggiani, with Cardus and Cadalora disputing control so as to give the Aprilia rider a bit of a break.

Then Cadalora won through finally on lap 10, and started to close the gap up again. As the other two Hondas battled behind him, he started to press the leader, and finally swept ahead into the first corner at the start of lap 15.

Reggiani never did give up, but Cadalora had control, and when they ran into traffic on lap 20 things started to get a big hectic, and Reggiani started to try too hard. It cost him dearly. He got off line down the hill, ran at high speed onto grass where he should have been braking and dropping two gears for the Old Hairpin. Instead he went across the gravel trap at speed and was lucky to be pitched off before hitting anything too solid. As it was, he suffered a concussion.

Cadalora was not out of the woods. Now Cardus started to close up with a strong-looking challenge, that was spiked by heavy traffic in the closing laps. Cadalora managed to get into the last slow complex with a back-marker

Schwantz's last minute pole

The predicted rain stayed away just long enough for all practice to be dry, and both days ended with sudden spats among the front-runners vying for the fastest time.

The winner on day one was Wayne Rainey, with a single scorcher that looked like it was going to remain the only sub one-minute, 33-second time; then on Saturday morning John Kocinski sneaked up into second. Until, with the board showing two minutes to go, Kevin Schwantz (right) unleashed a super-smooth flyer that not only made him the second to get into the 1:32s, but also faster than his old rival.

It seemed that these were the only three in the frame for a win, and the reason was a complete turnaround in tire fortunes over the last four races. Now the Dunlops were supreme, and the Michelin runners looking gloomy and complaining about a lack of side-grip.

Wayne Gardner was the best of them, and though he denied he had been sticking his neck out, he was certainly fighting the Honda every inch of the way to slot onto the front row by a slender hundredth of a second from Didier de Radigues' Dunlop-shod Suzuki.

Schwantz's pole was a great morale-booster. "It deals him some trouble," the Texan smirked, imagining a sleepless night in the Rainey motorhome. "It came quite easy. The big thing here is to be real smooth." More importantly, it had been backed by a solid string of low 1:33s in all other sessions, and a steady rate of improvement that was at least partly due to the team's first use of some new state-of-the-art on-board computerized diagnostics. "It backs up what I tell the mechanics, and it also helps me to be clear in my own mind about what the bike's doing," said Schwantz, a telemetry fan who had demanded introduction of the equipment as a condition of renewing his contract.

As well as a revised factory frame (which he discarded), Rainey had his own electronic one-upmanship too — a longtime diagnostics user, he was using the Ohlins computer-controlled rear damping system (CES) for a second race, and praising its precisely and quickly adjustable damping control over the mid-corner bumps. He also had a string of top-class lap times behind him. "It's good to get pole, but not so bad when you lose it by a little. I messed up in the final session trying a lower front tire pressure, and got some chatter problems. The bike's pretty close, and we've been the most consistent. I mean to go for a win."

Teammate Kocinski had taken to it with an enthusiasm born of desperation for something different. Others also attributed his speed and the ability to replicate fast times to the nature of the sweeping circuit where (Rainey opined) "you can ride it like a 250, not spinning it." Kocinski has his own way of concealing his own opinions among a torrent of non sequiturs. "The bike's not right, but it feels a lot better. We're stylin'. I'm gonna drink plenty of water and be prepared to sweat plenty. It's hard on the body muscling a 500 round for 30 laps. I'm gonna go like hell."

He was considered an outsider for the race to win, which seemed certain to be an all-Dunlop affair. Among a batch of previously untested tires all the British-shod riders had found a real grippy one.

The Michelin runners were worse than outsiders, with Gardner happy to be the best among them, continuing his strong recovery (both from his early-season slump and the rigors of winning last weekend's Suzuka Eight-Hour). He did it by dint of more hard work. "I tried every possible combination and variation of the available Michelins before I found one that was quicker and should be good for the race," he said, adding: "If those Dunlop riders weren't using qualifying tires, we haven't got a chance."

He escaped relegation to row two by less than a tenth by the storming de Radigues, who is coming to the boil as the end of the season approaches (cynics point out that contract time is near). The 33-year-old Belgian is not embarrassed to latch on to other fast riders as an aid to bike setting by comparison.

This left Doohan looking tired and disconsolate at the post-practice conference. "It's running wide, and spinning under power. We're losing out to the Yamahas and Suzukis on not being able to steer on the fast sections, but there's no advantage out of the tight corners, even if we didn't have wheelspin. I've been asking Honda for more jump out of the corners all year — we usually only catch the others on top speed at the end of the straights."

Eddie Lawson was alongside, his smooth riding minimizing the Michelin problems, as he turned lap after ultra-consistent lap in the low 1:34s, but he felt his major loss was out of the chicane and two hairpins that finish the Donington lap, which are quite out of character with the rest of the circuit.

The Aprilias are fulfilling every real and imagined threat at the start of the year in the 250cc class, and Loris Reggiani's first-session time was good enough to keep him on pole position in spite of some close action behind him.

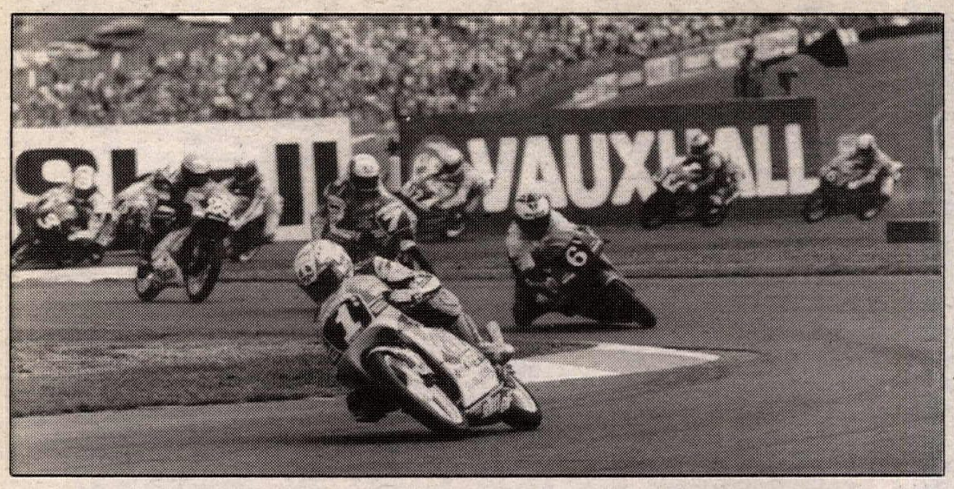
Fellow-Aprilia man Pier-Francesco Chili had been in third position, then on Saturday morning he came too fast on a gaggle of bikes negotiating the penultimate hairpin. He swerved one way, then the other, but still clipped Alberto Puig's works-backed Yamaha, smashing his left toe and ankle in the impact before being flung over the high side. He was out.

Carlos Cardus had already staked his claim in the first session, and remained second overall, just over two-tenths adrift of Reggiani. Cadalora moved a similar distance behind him on Saturday morning, and spoke of a calm and quiet progress, and no problems with his Michelins. "When things go smoothly and I have a good bike setting, I know that victory is possible," he said.

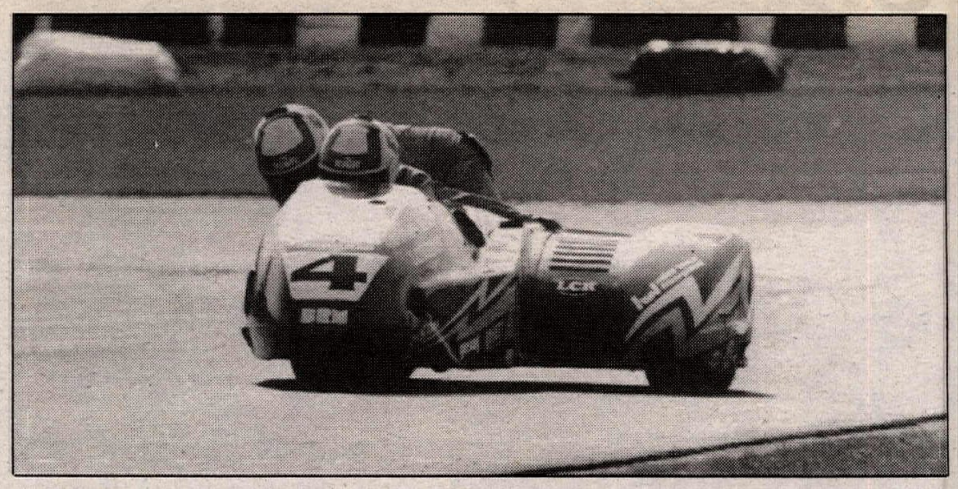
His title rival Bradl was alongside, faster in the end than Chili, but himself the victim of two practice crashes that may have unsettled him more than he was prepared to admit.

Alongside, to complete row one in the absence of Chili, Jochen Schmid took his works-backed RS Honda to its first front-row position, at the head of a close gaggle of times.

ROAD RACE World Championship Road Race Series: Round 11



Loris Capirossi won the 125cc British GP, beating teammate Fausto Gresini (7).



Rolf Biland and Kurt Waltisperg easily won the Sidecar GP at Donington Park.

between them, and Cardus had no chance to deliver the late-braking attack he had been planning.

He was less than a second behind at the flag, with Bradl dropping slightly in the confusion of the last laps to take third another second or so adrift, riding a bit cautiously after two crashes in practice. But for the back-markers, Cadalora may not have had such an easy last corner.

"It was very hard," he said later. "I nearly crashed twice."

Cardus was bitter: "All the back-markers we caught seemed to be Italian," he said. "They cooperated with Luca. Or maybe it was bad luck."

Shimizu got past Zeelenberg soon after half distance, and they trailed in unmolested in fourth and fifth.

Wimmer took sixth, the Lucky Strike Suzuki's best finish of the year, after a long battle with Paolo Casoli's TZ-M Yamaha. Wimmer had given him best after his new Dunlop started sliding, then the Italian nearly crashed, and Wimmer got past again to secure the position.

Cadalora extended his title lead to 189 points (167 net), over Bradl on 173 (156), Cardus 157 (137) and Zeelenberg 134 (125).

125cc GP

A Capirossi benefit, with the 18-year-old defending champion getting the jump from pole position and pulling away. He was helped somewhat in the process by Eaio Gianola, who charged through to second place on the penultimate hairpin at the end of lap one, then crashed on the next one. This slowed the pursuit enough for Capirossi's Honda to start working on a gap that he gradually built to close to 15 seconds at the end — an almost unprecedented lead in the closest class.

Noburo Ueda was making his own waves further down the field. After a disastrous start, he plunged into the middle of the pack into the chicane and fell, taking Dirk Raudies and Jorge Martinez with him. All three remounted, but Raudies pulled into the pits, his race over. For the other two, this was the start of a storming recovery from the back of the field.

Up front, meantime, Emilio Cuppini, the injured Fausto Gresini and Ralf Waldmann were battling for second. The first to go was Waldmann, who dived inside Gresini at the last hairpin, only to spin out unhurt. A few laps later, Cuppini also crashed his Aprilia.

Peter Oettl (Rotax) was part of the group, and after a few almost suicidal bids by the fast but erratic Bruno Casanova the battle for second devolved on Gresini and Oettl, with the Italian manfully resisting the pressure until the German was forced to accept third place in the closing stages.

Gabrielle Debbia was able to secure fourth after an ultimately lonely ride, but there was a huge gang battling back and forth behind them, again often led by Casanova, with Sakata, Petrucciani and young Spaniard Sanchez also in the thick of it.

But the real excitement was the charge from behind by Ueda, with Martinez in his tracks, the pair of them carving through the typically huge groups of riders.

There was no doubt that Ueda was on the make, and only Martinez was able to stay with him once he got to the front of the pack disputing fifth. They finished two-tenths apart, with Casanova almost two seconds adrift, ahead of Sakata, Petrucciani and Sanchez.

Unusually, there were only 20 finishers — while Capirossi extended his lead to 171 points ahead of Gresini's 153, Waldmann 120, and Ueda 96.

Sidecar GP

The race finished in exact qualifying order: Biland ahead of Webster ahead of Streuer. There'd been some shuffling along the way, but not an awful lot.

Biland led from the first lap, and controlled the race as he wanted. Behind him, Streuer was ahead of Abbott, who got past on lap two only to retire shortly afterwards with a broken chain.

Then the Dutchman dropped to fourth as both Webster and Guedel powered past, but the latter crew were also soon to succumb to mechanical problems.

Webster was less than three seconds behind Biland at the end, but he had never been closer, and acknowledged a straight defeat; Streuer dropped gradually away in a lonely ride, to finish almost half-a-minute behind but still safe in third.

Michel was a troubled fourth, then Kumano took fifth, six seconds ahead of Kumagaya.

It was not a great day for sidecar racing, but a good one for Biland, who said all along that his poor start to the season was only temporary.

Ditto for Streuer, who said: "Things are going better now I have a good passenger I can rely on." (Peter Brown, who joined him in Assen).

It closed up the championship a little more, with Webster still leading on 134 points, Biland right there on 128, and Streuer ahead of Michel by 93 points to 92. CN

Results

125cc QUALIFYING: 1. Loris Capirossi (1:42.928); 2. Ezio Gianola (1:43.377); 3. Bruno Casanova (1:43.399); 4. Ralf Waldmann (1:43.820); 5. C. Giro (1:43.823); 6. Noburo Ueda (1:43.901); 7. Fausto Gresini (1:44.1444); 8. E. Cuppini (1:44.147); 9. K. Sakata (1:44.176); 10. Alessandro Gramigni (1:44.181); 11. Gabriele Debbia (1:44.234); 12. Jorge Martinez (1:44.241); 13. Dirk Raudies (1:44.244); 14. O. Petruccian (1:44.285); 15. Peter Oettl (1:44.610); 16. Mauro Vitali (1:44.713); 17. K. Takada (1:44.728); 18. Alex Bronec (1:44.837); 19. Ari Molenaar (1:44.884); 20. Steven Patrickson (1:44.903); 21. N. Wakai (1:44.938); 22. Johnny Wickstroem (1:45.064); 23. A. Sanchez (1:45.164); 24. Stefan Kurfiss (1:45.185); 25. Julian Miralles (1:45.204); 26. Ian McConnachie (1:45.242); 27. Heinz Leuthi (1:45.382); 28, Luis Alvaro (1:45.432); 29. Peter Galvin (1:45.509); 30. Ari Stadler (1:45.612); 31. K. Wada (1:45.640); 32. J. Van Dongen (1:45.677); 33. S. Foti (1:45.846); 34. H. Unemoto (1:46.220); 35. Robin Appleyard (1:46.286); 36. Manuel Hernandez (1:46.515).

250cc QUALIFYING: Loris Reggiani (1:36.356); 2. Carlos Cardus (1:36.614); 3. Luca Cadalora (1:36.823); 4. Helmut Bradl (1:36.907); 5. Pier-Francesco Chili (1:36.909); 6. Jochen Schmid (1:37.142); 7. Masahiro Shimizu (1:37.372); 8. Paolo Casoli (1:37.471); 9. Wilco Zeelenberg (1:37.657); 10. Martin Wimmer (1:37.894); 11. Renzo Colleoni (1:38.404); 12. Marcellino Lucchi (1:38.505); 13. M. Biaggi (1:38.521); 14. Harald Eckl (1:38.523); 15. Alex Criville (1:38.526); 16. Bruno Haenggeli (1:38.717); 17. Carlos Lavado (1:38.847); 18. A. Preining (1:38.921); 19. H. Torrontegu (1:39.065); 20. B. Kassner (1:39.074); 21. Alberto Puig (1:39.216); 22. Stefan Prein (1:39.308); 23. J.P. Jeandat (1:39.355); 24. Kevin Mitchell (1:39.368); 25. Eric Suter (1:39.473); 26. Steve Hislop (1:39.551); 27. Carlos Catalano (1:39.783); 28. F. Protat (1:40.038); 29. Urs Jucker (1:40.108); 30. Stefano Caracchi (1:40.160); 31. Jean Foray (1:40.239); 32. S. Pennesse (1:40.262); 33. Jean Barressi (1:40.290); 34. Fausto Ricci (1:40.334); 35. E. Korpiaho (1:40.336).

500cc QUALIFYING: 1. Kevin Schwantz (1:32.974); 2. Wayne Rainey (1:32.995); 3. John Kocinski (1:33.341); 4. Wayne Gardner (1:33.799); 5. Didier de Radigues (1:33.870); 6. Michael Doohan (1:33.998); 7. Eddie Lawson (1:34.021); 8. Juan Garriga (1:34.390); 9. Jean-Philippe Ruggia (1:34.472); 10. Niall Mackenzie (1:34.711); 11. Doug Chandler (1:34.925); 12. Adrien Morillas (1:35.517); 13. Sito Pons (1:36.266); 14. Eddie Laycock (1:36.896); 15. Marco Papa (1:37.332); 16. Ron Haslam (1:37.827); 17. Hans Becker (1:39.142); 18. Cees Doorakkers (1:39.247); 19. Michael Rudroff (1:39.693); 20. M. Valdo (1:40.570); 21. S. Doppler (1:41.616); 22. A. Leuthe (1:41.805); 23. Niggi Schmassman (1:41.842); 24. H. Schultz (1:42.011).

SIDECAR QUALIFYING: 1. Biland/Waltisperg (1:37.261); 2. Webster/Simmons (1:38.132); 3. Streuer/Brown (1:38.365); 4. Michel/Birchall (1:38.440); 5. Abbott/Smith (1:38.736); 6. Egloff/Egloff (1:38.763); 7. Guedel/Guedel (1:38.778); 8. Bohnhorst/Hiller (1:38.902); 9. Dixon/Dixon (1:39.287); 10. Bosinger/Markwalder (1:39.748); 11. Kumano/Roesinger (1:40.053); 12. Brindley/Whiteside (1:40.237); 13. Brindley/Roche (1:40.470); 14. Kumagaya/Hougton (1:40.594); 15. Progin/Irlam (1:40.793); 16. Klaffenboc/Parker (1:40.868); 17. Van Kempen/De Haas (1:40.870: 18. Kraus/Schroeder (1:40.943); 19. Wyssen/Wyssen (1:40.964); 20. Thomas/Strevens (1:41.479); 21. Baker/Prior (1:42.090); 22. Fisher/Crone (1:42.657); 23. Nigrowsky/Corbier (1:42.775); 24. Smith/Hopkinson (1:42.939); 25. Reddington/Parker (1:43.415).

125cc GP: 1. Loris Capirossi (Hon); 2. Fausto Gresini (Hon); 3. Peter Oettl (Rot); 4. Gabriele Debbia (Apr); 5. Noburo Ueda (Hon); 6. Jorge Martinez (Hon); 7. Bruno Casanova (Hon); 8. K. Sakata (Hon); 9. O. Petruccian (Apr); 10. A. Sanchez (Cob); 11. A. Molenaar (Hon); 12. K. Takada (Hon); 13. Johnny Wickstroem (Hon); 14. Julian Miralles (Hon); 15. Alesandro Gramigni (Apr); 16. J. Van Dongen (Hon); 17. Stefan Kurfiss (Hon); 18. H. Unemoto (Hon); 19. Mauro Vitali (Gaz); 20. Robin Appleyard (Hon); 21. Manuel Hernandez (Hon); 22. A. Bronec (Hon); 23. Heinz Leuthi (Hon); 24. N. Wakai (Hon); 25. Adi Stadler (Cob); 26. S. Foti (Hon); 27. Ian McConnachie (Hon); 28. Luis Alvaro (Der); 29. E. Cuppini (Hon); 30. Peter Galvin (Hon); 31. C. Giro (Cob); 32. Ralf Waldmann (Hon); 33. Steven Patrickson (Hon); 34. K. Wada (Hon); 35. Dirk Raudies (Hon).
Time: 41 min., 30.007 sec.
Distance: 24 laps, 59.862 miles.
Average Speed: 86.547 mph.
Margin of Victory: 13.249 sec.
Fastest Lap: Loris Capirossi, 1:43.155, Lap 4.

250cc GP: 1. Luca Cadalora (Hon); 2. Carlos Cardus (Hon); 3. Helmut Bradl (Hon); 4., Masahiro Shimizu (Hon); 5. Wilco Zeelenberg (Hon); 6. Martin Wimmer (Suz); 7. Paolo Casoli (Yam); 8. Renzo Colleoni (Apr); 9. J.P. Jeandat (Hon); 10. Alberto Puig (Yam); 11. Harald Eckl (Apr); 12. Jean Barresi (Yam); 13. H. Torrontegu (Apr); 14. Stefan Prein (Hon); 15. B. Haenggeli (Apr); 16. Bruno Kassner (Apr); 17. Carlos Lavado (Yam); 18. Kevin Mitchell (Apr); 19. Erick Suter (Apr); 20. Jean Foray (Yam); 21. F. Protat (Apr); 22. A. Preining (Apr); 23. Stefano Caracchi (Yam); 24. Urs Jucker (Yam); 25. Peter Linden (Hon); 26. Fausto Ricci (Yam); 27. S. Pennesse (Apr); 28. Loris Reggiani (Apr); 29. P.V.D. Goorbe (Yam); 30. Marcellino Lucchi (Apr); 31. M. Biaggi (Apr); 32. Carlos Catalano (Hon); 33. Steve Hislop (Hon); 34. E. Korpiaho (Apr).
Time: 42 min., 09.061 sec.
Distance: 26 laps, 64.802 miles.
Average Speed: 92.242 mph.
Margin of Victory: .752. sec.
Fastest Lap: Loris Reggiani, 1:36.200, Lap 19.

500cc GP: 1. Kevin Schwantz (Suz); 2. Wayne Rainey (Yam); 3. Michael Doohan (Hon); 4. John Kocinski (Yam); 5. Wayne Gardner (Hon); 6. Eddie Lawson (Cag); 7. Niall Mackenzie (Yam); 8. Didier de Radigues (Suz); 9. Juan Garriga (Yam); 10. Marco Papa (Cag); 11. Eddie Laycock (Yam); 12. Ron Haslam (Nor); 13. Michael Rudroff (Hon); 14. Cees Doorakkers (Hon); 15. A. Leuthe (Suz); 16. H. Schultz (Hon); 17. S. Doppler (Yam); 18. Sito Pons (Hon); 19. J.P. Ruggia (Yam); 20. M. Valdo (Pat); 21. Niggi Schmassman (Hon); 22. Doug Chandler (Yam); 23. Adrian Morillas (Yam); 24. Hans Becker (Yam).
Time: 47 min., 12.182 sec.
Distance: 30 laps, 74.772 miles.
Average Speed: 95.042 mph.
Margin of Victory: .788 sec.
Fastest Lap: Kevin Schwantz, 1:33.569, Lap 14.

SIDECAR GP: 1. Biland/ Waltisperg (LCR); 2. Webster/Simmons (LCR); 3. Streuer/Brown (LCR); 4. Michel/Birchall (LCR); 5. Kumano/Roesinger (LCR); 6. Kumagaya/Hougton (YK1); 7. Brindley/Whiteside (LCR); 8. Klaffenboc/Parker (LCR); 9. Egloff/Egloff (Yam); 10. Van Kempen/De Haas (LCR); 11. Wyssen/Wyssen (LCR); 12. Bosinger/Markwalder (LCR); 13. Baker/Prior (LCR); 14. Kraus/Schroeder (ADM); 15. Fisher/Crone (LCR); 16. Nigrowsky/Corbier (LCR); 17. Bohnhorst/Hiller (LCR); 18. Thomas/Strevens (LCR); 19. Smith/Hopkinson (ADM); 20. Dixon/Dixon (LCR); 21. Guedel/Guedel (LCR); 22. Reddington/Parker (LCR); 23. Brindley/Roche (LCR); 24. Progin/Irlam (LCR); 25. Abbott/Smith.
Time: 39 min., 34.111 sec.
Distance: 24 laps, 59.817 miles.
Average Speed: 90.704 mph.
Margin of Victory: 2.882 sec.
Fastest Lap: Webster/Simmons, 1:37.954, Lap 7.

125cc WORLD C'SHIP POINT STANDINGS (Gross): 1. Loris Capirossi (4 race wins) (171); 2. Fausto Gresini (2) (153); 3. Ralf Waldmann (2) (120); 4. Noburo Ueda (2) (96); 5. Jorge Martinez (77); 6. Gabriele Debbia (75); 7. Dirk Raudies (66); 8. Alessandro Gramigni (59); 9. (TIE) Heinz Leuthi/Hans Spaan (50); 11. Peter Oettl (47); 12. Adi Stadler (38); 13. N. Wakai (34); 14. (TIE) Bruno Casanova/15. K. Sakata (30).

125cc WORLD C'SHIP POINT STANDINGS (Net): 1. L. Capirossi (141); 2. F. Gresini (140); 3. R. Waldmann (113); 4. N. Ueda (96); 5. (TIE) J. Martinez/G. Debbia (75); 7. D. Raudies (66); 8. A. Gramigni (59); 9. (TIE) H. Luethi/H. Spaan (50); 11. P. Oettl (47); 12. A. Stadler (38); 13. N. Wakai (34); 14. (TIE) K. Sakata/B. Casanova (30).

250cc WORLD C'SHIP POINT STANDINGS (Gross): 1. Luca Cadalora (6 race wins) (189); 2. Helmut Bradl (3) (173); 3. Carlos Cardus (157); 4. Wilco Zeelenberg (134); 5. Masahiro Shimizu (105); 6. Loris Reggiani (1) (100); 7. P.F. Chili (1) (82); 8. Jochen Schmid (67); 9. Martin Wimmer (61); 10. Paolo Casoli (51); 11. A. Preining (43); 12. J.P. Jeandat (38); 13. Alex Criville (30); 14. Carlos Lavado (25); 15. Doriano Romboni (22).

250cc WORLD C'SHIP POINT STANDINGS (Net)1. L. Cadalora (167); 2. H. Bradl (156); 3. C. Cardus (137); 4. W. Zeelenberg (125); 5. L. Reggiani (100); 6. M. Shimizu (97); 7. J. Schmid (67); 8. P.F. Chili (82); 9. M. Wimmer (61); 10. P. Casoli (51); 11. A. Preining (43); 12. J.P. Jeandat (38); 13. A. Criville (30); 14. C. Lavado (25); 15. D. Romboni (22).

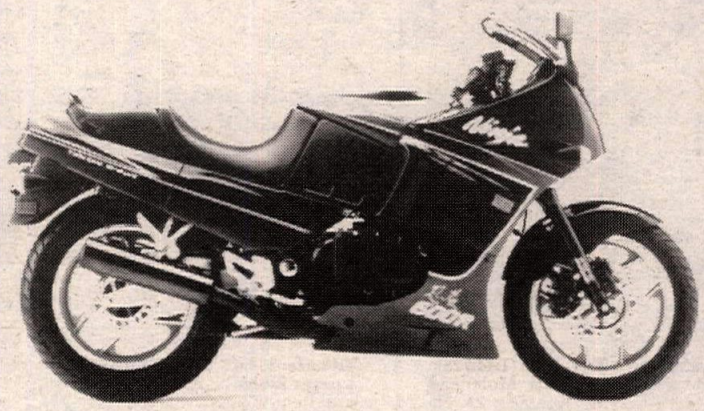
500cc WORLD C'SHIP POINT STANDINGS (Gross): 1. Wayne Rainey (4 race wins) (185); 2. Michael Doohan (3) (175); 3. Kevin Schwantz (4) (156); 4. Eddie Lawson (118); 5. Wayne Gardner (113); 6. John Kocinski (103); 7. Juan Garriga (83); 8. Didier de Radigues (74); 9. J.P. Ruggia (72); 10. Doug Chandler (63); 11. Adrien Morillas (56); 12. Alex Barros (46); 13. Eddie Laycock (38); 14. (TIE) Cees Doorakkers (28); 15. Sito Pons (26).

500cc WORLD C'SHIP POINT STANDINGS (Net): 1. W. Rainey (163); 2. M. Doohan (160); 3. K. Schwantz (147); 4. E. Lawson (108); 5. W. Gardner (107); 6. J. Kocinski (103); 7. J. Garriga (79); 8. (TIE) D. de Radigues/J.P. Ruggia (72); 10. D. Chandler (63); 11. A. Morillas (56); 12. A. Barros (46); 13. E. Laycock (38); 14. C. Doorakkers (28); 15. Sito Pons (26).

SIDECAR WORLD C'SHIP POINT STANDINGS (Gross): 1. S. Webster (5 race wins) (134); 2. R. Biland (2) (128); 3. E. Streuer (1) (93); 4. A. Michel (92); 5. P. Guedel (86); 6. R. Bohnhorst (1) (83); 7. M. Kumamo (81); 8. S. Abbott (71); 9. Y. Kumagaya (57); 10. (TIE) D. Dixon/B. Brindeley (52); 12. T. Van Kempen (47); 13. M. Egloff (43); 14. K. Klaffenboc (31); 15. R. Progin (29).

SIDECAR WORLD C'SHIP POINT STANDINGS (Net): 1. S. Webster (134); 2. R. Biland (115); 3. E. Streuer (92); 4. A. Michel (92); 5. P. Guedel (86); 6. R. Bohnhorst (75); 7. S. Abbott (71); 8. M. Kumano (69); 9. Y. Kumagaya (57); 10. (TIE) D. Dixon/B. Brindley (52); 12. (TIE) M. Egloff/T. Van Kempen (43); 14. K. Klaffenboc (31); 15. R. Progin (29).

Check Out The 1991 Ninja Models At These Kawasaki Dealers.

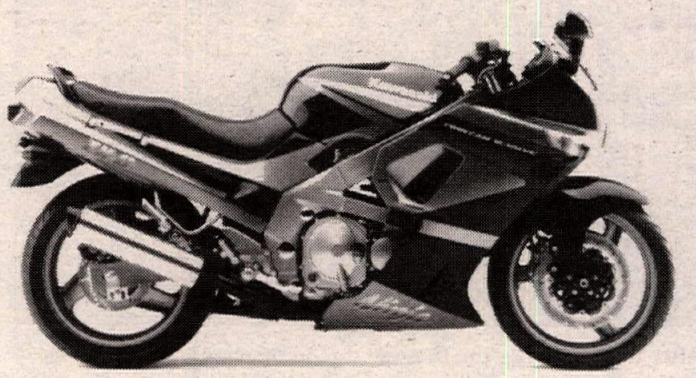


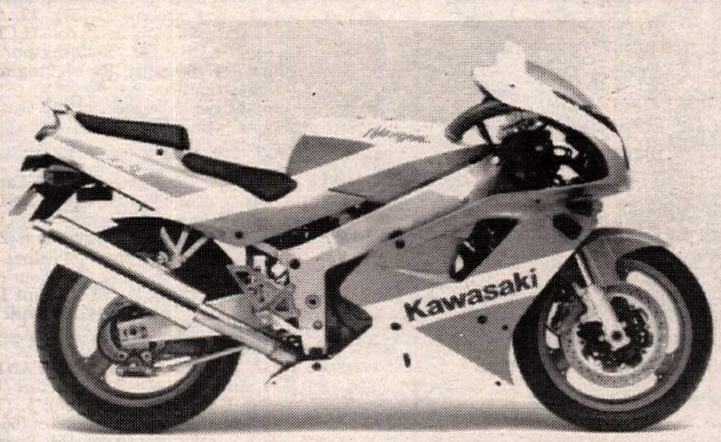
Ninja 600R

As Kawasaki's best selling middleweight sport bike, the Ninja 600R sets the class standard for power, weight and responsiveness. With an 11.7:1 compression ratio, its liquid-cooled 592cc DOHC four-cylinder engine provides smooth-flowing performance across the powerband.

Ninja ZX-6

Now, a new deep ebony 1991 Ninja ZX-6 is set to ride down the highway alongside the haunting Luminous Cardinal Red ZX-6 introduced last year. Strikingly handsome with its rounded front full fairing, Kawasaki's Ninja ZX-6 is without equal in the 600cc sport bike class.



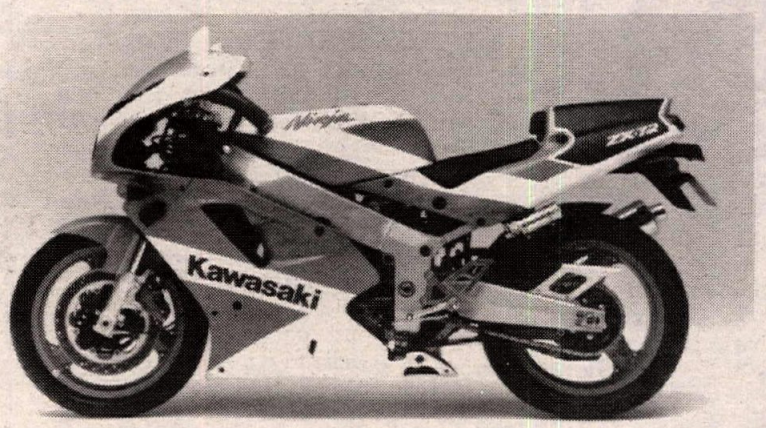


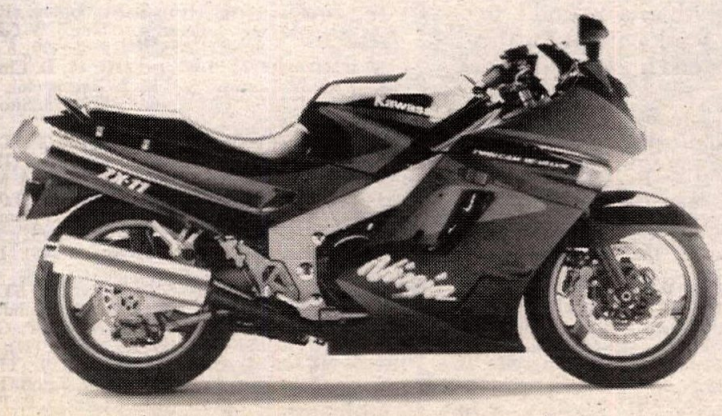
Ninja ZX-7

Every once in a while, a new design comes along that evokes the word "classic" the minute you see it; a product so perfect it promises to become an enduring masterpiece. Common to such timeless designs is the ability to communicate the essence of the product at a glance: the Ferrari Testarossa, the Stealth fighter, the bullet train. Enter the 1991 Kawasaki Ninja ZX-7.

Ninja ZX-7R

With the limited-edition 1991 Ninja ZX-7R, Kawasaki capitalizes on an incredible opportunity: taking a new-from-the-ground-up street machine, the Ninja ZX-7, to the limit of race-ready performance with expertise gained from a winning 1990 AMA road race season.





Ninja ZX-11

Introduced last year to a chorus of "oohs" and "aahs" from the enthusiast press, the Kawasaki Ninja ZX-11 proved to be the most sought-after machine for the rider attuned to maximum performance and control. Its well-defined, muscular lines, eagerly pointing toward the open road, tell the world clearly what this bike is all about.

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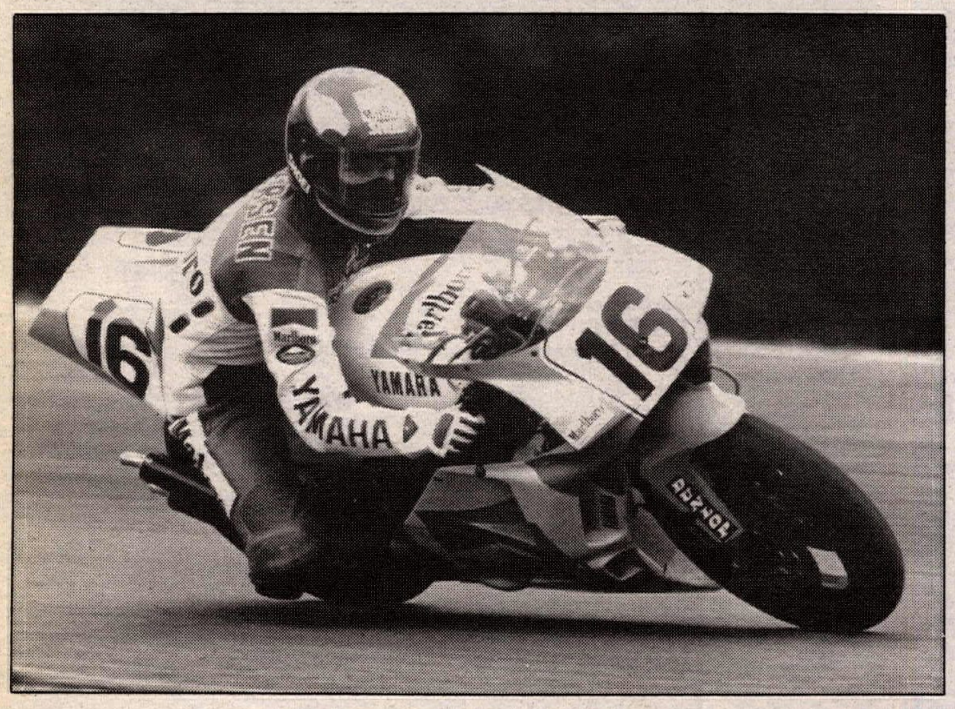
ROAD RACE WERA Pro Series: Round 5

Rich Oliver (97) won the second leg of the F-USA Series at Brainerd after not finishing the first leg due to mechanical problems.

The overall win went to Oliver's teammate Robbie Petersen, thanks to a 1-2 tally.



Petersen prevails in Brainerd F-USA

By Brent Plummer
Photos by Jay Vergenz

BRAINERD, MN, AUG. 4

Robbie Petersen, of the familiar Team Marlboro Roberts, demonstrated his considerable talent — and guts — while taking the overall win in Formula USA action at Brainerd International Raceway. Petersen took a first and second on his 1990 Yamaha YZR500 in the two respective F-USA legs to accomplish this feat, which was made easier after teammate Rich Oliver's similiar YZR failed in the first leg.

The DNF cost Oliver. Finishing second to last in the first leg ruined any hopes of a top three overall finish, as the final results are decided by averaging the two legs together, with the second leg results being a tie breaker — if necessary (unlike the World Championship Superbike Series, WERA does not score two separate races).

When queried about the YZR's demise after the first leg, the ever tight-lipped Marlboro crew would only reply that "it broke." In the two hours between races, Team Marlboro — including Petersen and Oliver — scrambled to remove the spare motor out of its chassis and get it into Oliver's chassis. The task was accomplished, and Oliver went on to dominate the second leg, winning with 10 seconds to spare.

Taking top four-stroke honors, second overall, was the Yoshimura-Allied Suzuki-sponsored Chuck Graves. Graves rode an overgrown Suzuki GSXR1100 in the finals to give the Marlboro guys a scare; he would lead almost half of the first race, fending off Petersen and Oliver for five of the 12 laps. After Oliver DNF in leg one, Graves assumed second, and in the next leg, he took third behind the YZRs after briefly leading.

Nothing unusual emerged from Friday's qualifying. Oliver held pole position at a blistering one-minute, 42.64-second pace. Petersen lagged slightly behind in second with a 1:44.75, not helped by the fact that this was only his second time at the track. Team Suzuki riders Michael Martin and Donald Jacks were the next fastest qualifiers, both in the mid 1:46 range, with Martin a 10th of a second faster. They had their work cut out for them as Brainerd is a good track for the 500cc two-strokes.

After the long front straight (about three quarters of a mile) comes the high speed right-hand turn one, which the riders do not brake for, only roll off the gas while desperately hanging on; and they do so at 170 mph. Next is a straight to turn two, another flat out right-hander. It is these types of corners that benefit the 500s, as they waste time with wheelies and massive tire spins in the slower corners. Nary a soul in the pits would risk the prediction of the Roberts team being beaten; this was to be their weekend, again.

When the riders gridded for the first leg, a pleasant surprise waited on the outside of the fifth row; Kurt Hall's return to F-USA racing at Brainerd. About the return, Hall explained: "If you don't feel comfortable, it takes the fun right out of it (F-USA). More so than anything, it was just . . . the fear of getting hurt because it would jeopardize my main concern with the team, which is endurance, and the Superstock is almost a bread and butter situation, a good money making chance with the (Suzuki) Cup series. That is where my focus is because (Superstock) is where most of my money comes from, as far as racing revenues. I didn't want to jeopardize those just for Formula USA, which I was not feeling comfortable with." (Hall fell at Willow Springs — in practice — and at Shannonville, in the rain).

At the start of the first leg, Graves leaped off the line, which helped him to establish a lead over Oliver and Petersen; at the end of the first lap, Graves was a few bike lengths ahead of the YZRs. Britt Turkington held fourth, closely trailed by Donald Jacks and the number 96 machine of Michael Martin. Kurt Hall followed a few lengths back in seventh.

Everyone stayed put for the next lap, but the third saw Petersen and Oliver both make their moves. Swinging around the high-speed turn two, Oliver drove past Graves for the lead. Petersen, who had a typical slow start — causing him to trail the lead duo in the opening laps — also took turn two faster than Graves, and closed the gap.

Not to be outdone, Graves outbroke Oliver into 10, the last turn before the front straight, and led the entire fourth lap. When the trio crossed the start/finish line to begin the fifth lap, Petersen weaved left, towards the outside of the track, and Oliver broke right, both passing Graves simultaneously. Oliver emerged from the dual-pass triumphant, and began opening a lead; but it would not last, the motor would soon give out.

Meanwhile, behind now third place Graves, Jacks, with Martin in tow, had moved around Turkington, who dropped back a few lengths. Martin was continually pressuring Jacks, but just could not get around him. The two were still battling through the first few turns of the 11th lap when they saw Oliver's bike resting on the outside of turn seven. With only 10 full laps completed, Oliver had no chance of finishing in the top of the overall points. More importantly for the two dueling Team Suzuki riders, the one that could nudge out the other would have third place handed to them; but no more, as Petersen and Graves had insurmountable leads.

This might have been flowing through Jack's head when the duo rounded the final turn of the race. He grabbed a big handful of throttle, wanting a good drive to the flag, but the only thing that took off was his rear tire, spinning out a foot or so. Martin drove by, taking third, and hopes of a rostrum position at the end of the day.

The grid for the second leg, being determined by the results of the previous leg, saw Oliver scheduled to appear on the last row; and appear he did. In a testament to the skill and speed of his mechanics, the bike was ready and running. It even sounded good.

It also ran well. Oliver anticipated the start flag perfectly, leap-frogging from the back row up to fourth, all

by the first turn. Petersen started slow again, and ran third behind leader Graves and Turkington. Oliver wasted no time in this race, darting in front in turn six, the second lap.

The third go-around saw Petersen pick off Turkington for third, while Graves hounded Oliver down the front straight. The YZR pulled a bit of a lead in one and two, and from then on, Oliver was never challenged.

Back in fifth, Jacks and Martin were going at it again. The two had teammate Turkington in sighting distance, steadily drawing nearer. On the seventh lap, Petersen caught and passed Graves, whose tires were giving out, and Jacks was closing on fourth placed Turkington. Two more laps, and Jacks was trying his luck at getting around Turkington. On the 10th lap Jacks passed The Turk, but Martin couldn't, and stayed moored in sixth. Hall was seventh, battling with Brian Bernard, who was two laps down after early problems, with Stevie Patterson hot on his heels, in eighth. This order remained the same to the end; Oliver, Petersen, Graves, Jacks and Martin in the top five, followed by Martin, Hall, Patterson, Roger Hendricks and Noel Kalilnoski rounding out the top 10.

In the winner's circle, Petersen stood paramount, flanked by Graves in second, and Jacks third overall. Petersen pocketed the $3200 winner's share of the $12,500 F-USA purse.

By virtue of his 16-1 finishes, Oliver ended up eighth overall. He is still four points ahead of teammate Petersen, and quite happy with the performance of the new motor: "The second bike was faster than the first," he said. "That's a good motor that I've got in there now, I might just keep it in there — that thing runs good. I expected it to run cruddy; the spare bike has never run on a track in America, only Japan. We had no idea if it ran or not, or if parts were missing out of the engine." Luckily, it was all there . . .

On the outside of the track, nearing the wooded areas that approaches highway 371, is a set of garages. Chuck Graves was wedged into a corner of one of the smaller ones, explaining how he does so well compared to other four-stroke teams: "They (meaning Team Suzuki) think it's all speed, but it is all in hooking up and carburetion. The Yoshimura carbs and exhaust give more midrange than boring it out (Team Suzuki bikes are rumored at 1260cc). The best thing to do is try and save weight. GSXRs have too much midrange to start with; the more power you make, the more you spin tires." Graves must be doing something correct. He is solidly positioned in third in the points, and is determined to stay there.

Formula II

If the Air Tech Formula 2 race was a 125cc race, Kenny Roberts, Jr. may have dominated, but it wasn't, and he didn't. Roberts' Wayne Rainey Racing machine would not run on both cylinders all weekend, which was only part of the numerous woes encountered by the Otsuka Electronics team at Brainerd.

Crew chief Dave Peterson, along with mechanic Sandy Rainey, changed everything on the bike, except for a small capacitor mounted on the head tube. Britt Turkington borrowed one off someone at the AMA National at Ohio on Saturday, and brought it with him that night to Brainerd, but it didn't help, the little TZ250 still refused to run.

Nor was Allen Scott having a better time with his Rainey Racing machine. His motor ate a big end bearing in Sunday's practice, hammering the piston into the head; total destruction was the result. The elder Rainey frantically replaced the motor with a spare, which did not help either. Scott would run second for half of the race, until the clutch seal went south, misting the rear wheel with oil.

The leaking oil would eventually be Scott's downfall. In the middle of the 14th lap, he began sliding through turn nine — a relatively slow right-hander — and could not avoid eventual second place finisher Dave Sjoblom.

With both the Roberts boys out, Donnie Greene was left to run a solitary race; he never saw anyone after the starting grid. Greene, with his Dianetics-sponsored machine, ran well in front of Sjoblom, finishing over a minute ahead at the end.

Petersen is four points behind Oliver.

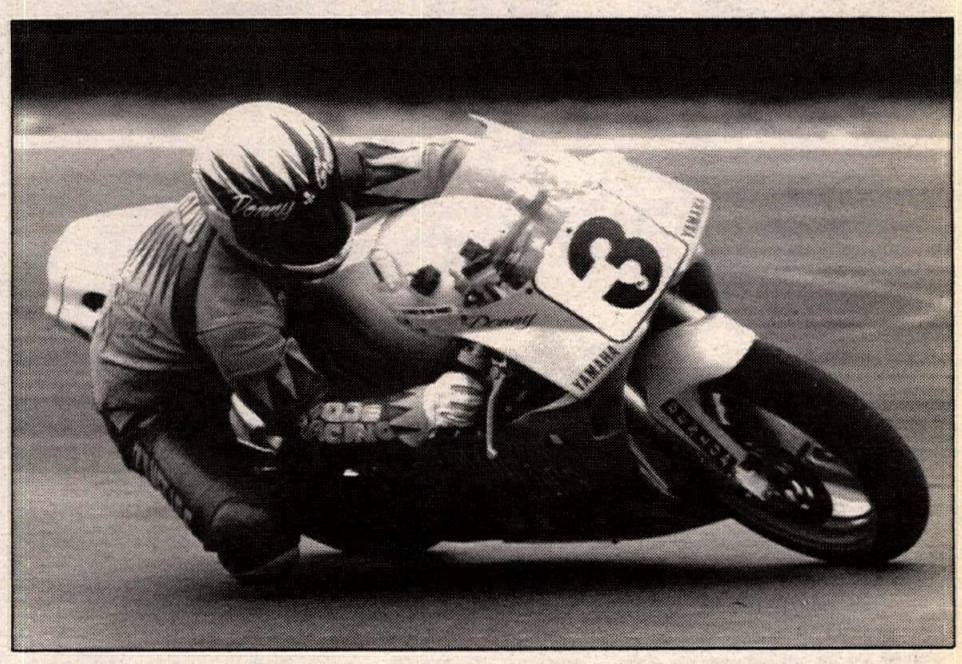
Superstock

Kurt Hall dominated both the A and B Superstock races at Brainerd. Hall ran away from Bruce Baldus and Michael Martin in the B Superstock race, but it was the A race that had the crowd going.

In this race — which Hall ruled from flag to flag —Stevie Patterson, a fan favorite, was hounding Chuck Graves from the third lap on, vying for the number two position. He finally passed Graves in the infield, on the fifth lap. Soon after, at the beginning of the sixth lap, Graves made a bold move and swung around Patterson in the ultra-fast turn one. This whole scenario was repeated on the seventh lap, with Graves leading onto the front straight to begin the eighth lap. It was then that Patterson gritted his teeth and held his Suzuki wide open through one, passing Graves on the outside. the two swapped back and forth repeatedly, but in the end, Patterson got the better drive out of turn 10 to take the checkered ahead of Graves. CN

The top four-stroke rider on the day was Chuck Graves; the Californian went 2-1.

Donnie Greene easily won the F-II final in Minnesota; he's third in the championship.



Results

F-USA RACE ONE: 1. Robbie Petersen (Yam); 2. Chuck Graves (Suz); 3. Michael Martin (Suz); 4. Donald Jacks (Suz); 5. Britt Turkington (Suz); 6. Brian Bernard (Yam); 7. Kurt Hall (Suz); 8. Stevie Patterson (Suz); 9. Roger Hendricks (Suz); 10. Paul Vogel (Yam); 11. Michael Dye (Suz); 12. Christopher Lacy (Yam); 13. Doug Carlson (Kaw); 14. David Gross (Suz); 15. Noel Kalinoski (Suz); 16. Rich Oliver (Yam); 17. Casey Bearman (Yam); 18. Andrew Tocko (Suz).

F-USA RACE TWO: 1. Rich Oliver (Yam); 2. Robbie Petersen (Yam); 3. Chuck Graves (Suz); 4. Donald Jacks (Suz); 5. Britt Turkington (Suz); 6. Michael Martin (Suz); 7. Kurt Hall (Suz); 8. Stevie Patterson (Suz); 9. Roger Hendricks (Suz); 10. Noel Kalinoski (Suz); 11. Michael Dye (Suz); 12. Paul Vogel (Yam); 13. Christopher Lacy (Yam); 14. Doug Carlson (Kaw); 15. David Gross (Suz); 16. Brian Bernard (Yam); 17. Andrew Tocko (Suz); 18. Casey Bearman (Yam).

F-II: 1. Don Greene (Yam); 2. Dave Sjoblom (Hon); 3. Mike Reed (Hon); 4. Brian Bernard (Hon); 5. Chcuk Kurkowski (Hon); 6. Scott Ruehle (Yam); 7. Billy Vassiliou (Yam); 8. Doug Lundholm (Hon); 9. Kenny Roberts, Jr. (Yam); 10. David Stanton (Hon); 11. Alan Scott (Yam); 12. Thomas Montano (Yam); 13. Casey Bearman (Yam); 14. Stephen Vlasbhom (Suz).

C S/STK: 1. Bruce Baldus (Hon); 2. Thomas Montano (Yam); 3. Mike Reed (Hon); 4. Dale Kieffer (Yam); 5. Scott Ruehle (Yam); 6. Matthew Macheca (Bim); 7. Chuck Kurkowski (Hon); 8. David Stanton (Hon); 9. Billy Vassiliou (Yam); 10. Doug Lundholm (Hon); 11. Mark Darais (Kaw); 12. Stephen Vlasbhom (Suz); 13. John Stanley (Hon); 14. Mark Junse (Yam).

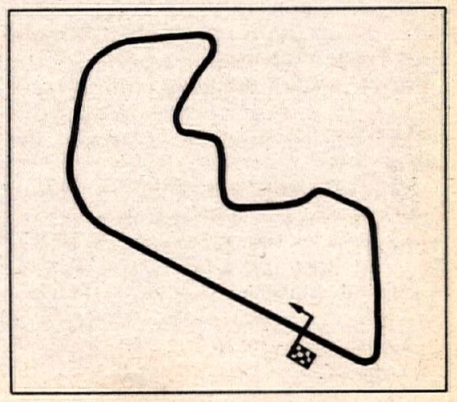
B S/STK: 1. Kurt Hall (Suz); 2. Michael Martin (Suz); 3. Bruce Baldus (Suz); 4. Paul Harrell (Kaw); 5. Roger Hendricks (Suz); 6. Noel Kalinoski (Suz); 7. Matthew Macheca (Bim); 8. Scott Ruehle (Yam); 9. Doug Carlson (Kaw); 10. Dale Kieffer (Suz); 11. David Duprey (Suz); 12. Chuck Graves (Suz).

A S/STK: 1. Kurt Hall (Suz); 2. Stevie Patterson (Suz); 3. Chuck Graves (Suz); 4. Roger Hendricks (Suz); 5. Mike Krynock (Suz); 6. David Gross (Suz); 7. Christopher Lacy (Yam); 8. Matthew Macheca (Bim); 9. Michael Martin (Suz); 10. Bruce Baldus (Suz).

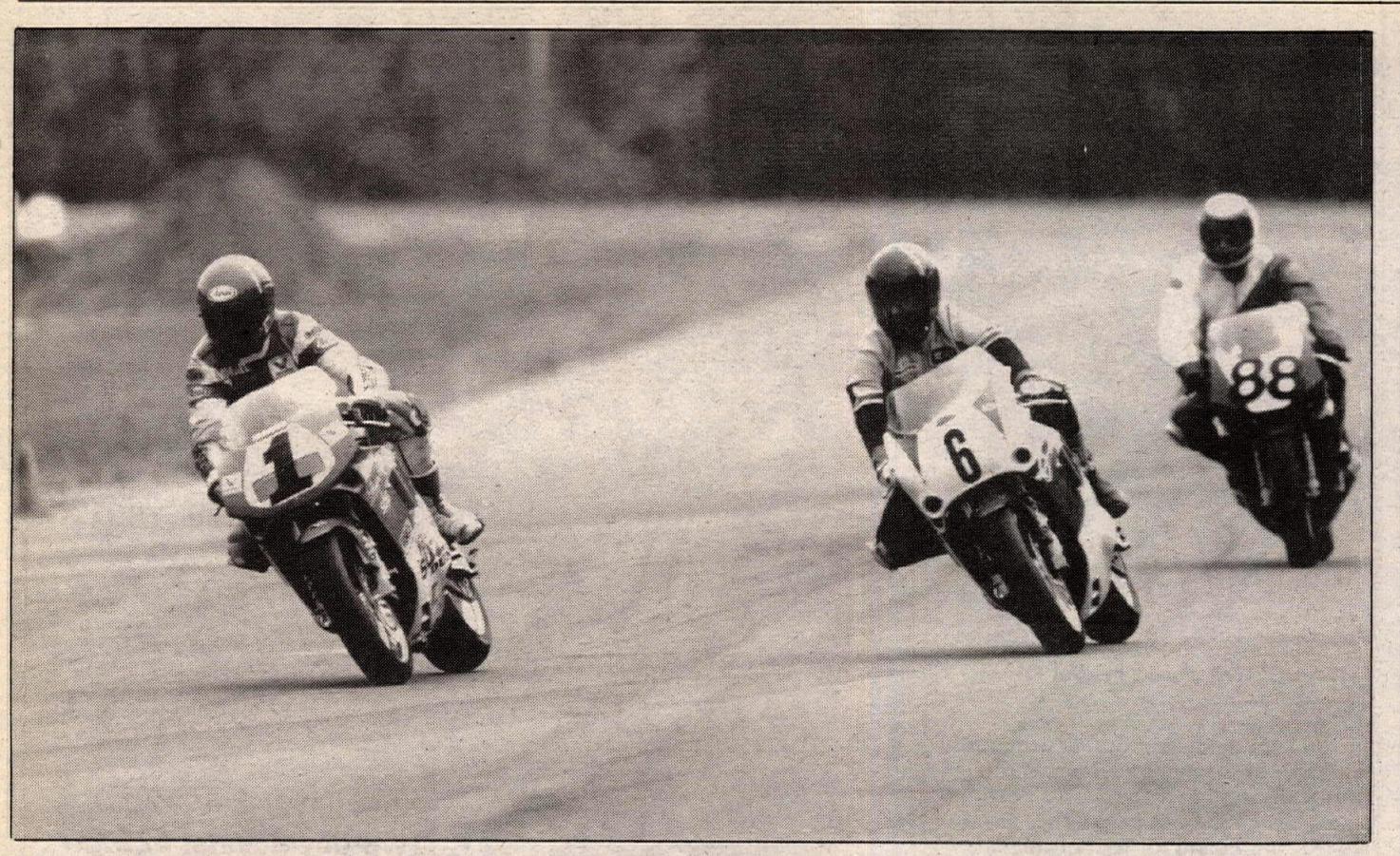
FUTURE STARS: 1. Murry Van Wilringen (Yam); 2. Trevor Beckman (Yam); 3. Tim Bemisderfer (Yam); 4. Anthony Barchetti (Yam); 5. Peter Jones (Hon); 6. Chris Nordang (Yam); 7. Chris Wicker (Yam); 8. Kevin Foster (Hon); 9. William Higgs (Hon); 10. Pamela Parker Hall (Hon); 11. Tim Taylor (Yam); 12. Eric Ochs (Yam); 13. Chris Anderson (Yam).

F-USA C'SHIP POINT STANDINGS: 1. Rich Oliver (82); 2. Robbie Petersen (78); 3. Chuck Graves (61); 4. Donald Jacks (52); 5. Michael Martin (49); 6. Britt Turkington (48); 7. Brian Bernard (39); 8. Kurt Hall (30); 9. Joe Brett Williams (21); 10. (TIE) Tom Kipp/Jeff Gaynor (20); 12. Pascal Picotte (17); 13. Yves Brisson (15); 14. (TIE) Mike Smith/Linley Clarke/Doug Renfrow (13).

F-II C'SHIP POINT STANDINGS: 1. Alan Scott (60); 2. Kenny Roberts, Jr. (55); 3. Don Greene (47); 4. Brian Bernard (Hon); 5. Chris D'Aluisio (38); 6. Nick Ienatsch (36); 7. Brad Sawyer (34); 8. Dave Sjoblom (34); 9. Michael Graves (26); 10. Darrell Cooney (20); 11. William Himmelsbach (16); 12. (TIE) Steve Lombardo/Mike Reed/Mike Sullivan (15).



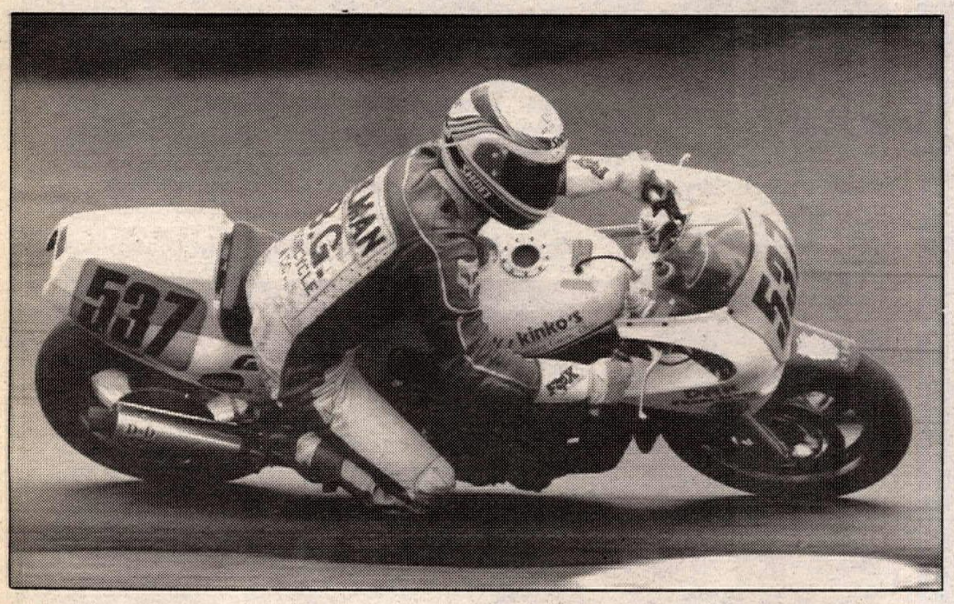
ROAD RACE SBS/PM WERA National Endurance Series: Round 9



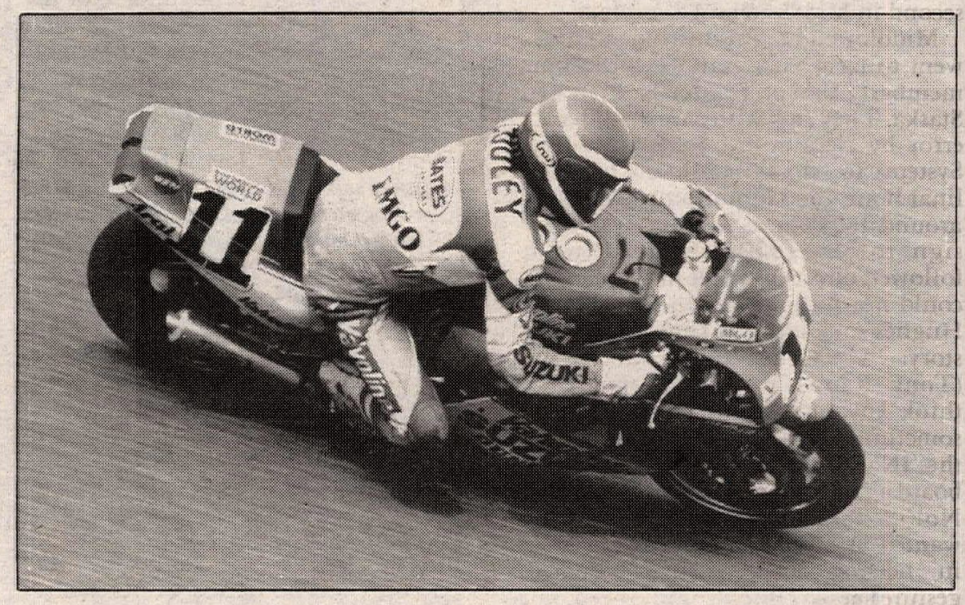
Team Suzuki Endurance (1) leads Roswell Racing (6) and Team Pasta Marin (88) at Brainerd International Raceway.

Kurt Hall led Team Suzuki to the win; they hold a big lead in the series.

DAK Racing finished third overall and third in Heavyweight Superbike.



Wes Cooley and Donald Jacks finished second on the other Team Suzuki entry.



Team Suzuki wins again

By Brent Plummer
Photos by Jay Vergenz

BRAINERD, MN, AUG 3

So what else is new? Once again, Team Suzuki Endurance decimated all challengers. They entered two teams, the second predictably named Team Suzuki II, and placed one-two in the six-hour endurance race held at Brainerd International Raceway.

The only drama for either Suzuki team — in a race that can only be labeled as uneventful, at best — came after the six-hour event when Donald Jacks rode a celebration wheelie for the entire length of the front straight, and then did a reverse wheelie on the front wheel while coming to a stop in the pits.

This victory had the looks of an easy win, but not so, countered team owner John Ulrich: "Nobody told us it was easy in 1985 when we lost to Cycle Tech, or in 1988 when we lost again (to the Human Race Team)." The wins were not "easy," they were planned, and their game plan usually works to perfection, as the Brainerd race exemplified. Continued Ulrich: "There is nothing on the bike that could not be bought over the counter, everything here is available."

The race got underway with ominous clouds ranging overhead, stretching as far as the eye could see across the flat plains of Minnesota. The rain would only come intermittently, misting the track infrequently. After the initial lap, Team Suzuki already had a sizable lead. Opening rider Kurt Hall zipped the large Suzuki around the first lap in one-minute, 50.28-seconds, placing himself nearly two seconds ahead of the melee over second. Hall remained in front for his entire stint, except, of course, when the mystery rider blasted past him.

On the third lap, a machine bearing the number 24 whipped past Hall at the exit of turn 10 — which leads onto the front straight — like he was standing still. This rider was not on the entry list or grid sheet, and on top of that, no one knew who he was — WERA officials included. Not that confusion was out of the ordinary; it is the way of endurance racing — Team Suzuki II was not on the entry list either. Number 24 cruised out in front for a few more laps and pulled in, a short endurance race for them (on Sunday, it was discovered that the rider was Chuck Graves, who was fine tuning his Yoshimura F-USA bike, though how he got on the track is still a mystery).

Just when the initial confusion involving the phantom rider was over, things began heating up on pit road. A bit after the first quarter hour, Force Racing — who, at the time, was contesting second with Suzuki II, Dak Racing, and arch rivals Hall 'N' Still — was black-flagged. Rick Pagniano was riding at the time, and pulled in to the pits, halting where the officials sat at the beginning of pit road. The team saw him stop, and began scrambling for an emergency, unscheduled stop. After less than a minute, Pagniano was off, shrugging his shoulders as he passed the the Force pits.

A few moments later, when the Force racing guys cornered WERA officials, a massive, heated argument was underway. A cornerworker had seen sparks flying off the bike in the turns, which, according to rider Ron Crum is quite natural: "This is a production bike, everything drags. First the pegs dragged, so we shortened them, and now the pegs and pipe drag." About the incident, and why they were so mad, Crum added: "You know, we spend a lot of money to go racing, about $75,000 per year. We have big sponsors who want top results, not excuses, and we don't need delays like this."

Force racing, with 7-Up as its main sponsor, does have a lot to worry about. They had previously never beaten class rivals Hall 'N' Still in head-to-head combat (Force, however, won top Heavyweight Production honors at Brainerd), which means that when the Hall guys drop their lowest two race finishes, they will be ahead of Force in points.

Vengeance was on the side of the Force team, for in the third hour, the Hall 'N' Still bike failed to circulate around the track. Mike Reed was out on the Suzuki GSXR1100 at the time. When he felt the bike sputter and cough, he reached down to twist the petcock to reserve, and the bike promptly stopped — out of gas. It seems the petcock was positioned between the reserve and main settings, accidentally leaving reserve on. They lost 10 minutes while taking a jug of petrol out to the bike, dropping them

from fourth overall to unlucky 13th; way behind sixth place Force.

Meanwhile, everything was going well for DAK Racing. Steve Heilman, Rod Kirian, and Tom Wilson didn't have a problem all day, except, of course, for the two Team Suzuki bikes who ran in front of DAK all afternoon, relegating them to third for the entire race. Still DAK took the last podium spot, and third in Heavyweight Superbike.

In the last hour, Force racing turned up the wick, retaking laps lost on the Pasta Marin crew to secure fourth overall, two laps down on DAK. Pasta battled with Roswell Racing all afternoon, fighting for the fourth overall spot until Roswell pitted twice in the last hour, dropping them back to sixth overall. Naturally, Pasta was fifth overall, first in Middleweight Superbike.

Hall 'N' Still would encounter no more rotten luck — they ran up from the 13th spot in the fourth hour to 10th in the next hour. When the checkered flag dropped, they had gained another three positions, finishing seventh overall and second in Heavyweight Production. In their mad dash to the front, Hall 'N' Still displaced the ex-Northstar GTU brothers Mike and Scott Ruehle, who teamed up with Devin Baker and Ken Doble to form Team Masher, into eighth overall; second in Middleweight Superbike.

Middleweight Production honors went to local Poor Boys Racing team members David Tessier and John Staska. They capitalized on a last hour error by class points leaders Motion Systems to nab the class win. In the final hour, the Motion pit board blew around 180 degrees to show the "IN" sign to rider Mike Hughes, who followed directions, and pulled in. He could not find anyone in the pits, so Hughes took off, and later related the story: "I was out riding, and they (Tony Rauseo and Chris Hughes) think I want to come in for tires or something, not even knowing I saw the 'IN' board, then they had the 'IN' board again, and I was going, 'No, No, No!' " Rauseo added: "Then we wanted him in, and couldn't get him in, he was out there making rude gestures at us."

All this foolery cost Motion Systems a class win. However, they still retain a decent points lead over the Swine Dudes, and look set to take a class win, but in the pandemonium that is endurance racing, who can tell...

CN

Results

OVERALL: 1. Team Suzuki Endurance (Suz); 2. Team Suzuki II (Suz); 3. DAK Racing (Suz); 4. Force Racing (Yam); 5. Team Pasta Marin (Yam); 6. Roswell Racing (Suz); 7. Hall 'N' Still Racing (Suz); 8. Team Masher (Yam); 9. Ehlerding Motors (Yam); 10. Team Gateway (Suz); 11. Team Rush'N Racing (Yam); 12. Poor Boys Racing (Hon); 13. Motion Systems Racing (Hon); 14. Two Guys Racing (Yam); 15. Team Swine Dudes (Hon); 16. Faster Foster Racing (Hon); 17. Arclight Racing (Hon); 18. Northern Boys Racing (Hon); 19. Hitching Post Racing (Kaw); 20. Nordang's Racing (Yam).

H/W SB: 1. Team Suzuki Endurance (Suz); 2. Team Suzuki II (Suz); 3. DAK Racing (Suz); 4. Team Gateway (Suz); 5. Team Lips (Suz).

M/W SB: 1. Team Pasta Marin (Yam); 2. Team Masher (Yam); 3. Ehlerding Motors (Yam); 4. Team Rush'N Racing (Yam); 5. Faster Foster Racing (Hon).

H/W PROD: 1. Force Racing (Yam); 2. Hall 'N' Still Racing (Suz); 3. Team Inferno (Yam); 4. Team Gangreen (Kaw); 5. Top Line Cycle Racing (Kaw).

M/W PROD: 1. Poor Boys Racing (Hon); 2. Motion Systems Racing (Hon); 3. Team Swine Dudes (Hon); 4. Arclight Racing (Hon); 5. Northern Boys Racing (Hon).

L/W: 1. Two Guys Racing (Yam); 2. Team Sloth (Yam); 3. Deals Gap Racing (Yam); 4. Lapped Traffic (Kaw); 5. Choice Racing (Yam).

C'SHIP POINT STANDINGS: 1. Team Suzuki Endurance (1157.03); 2. Force Racing (841.23); 3. Hall 'N' Still Racing (739.23); 4. Roswell Racing (683.54); 5. DAK Racing (678.2); 6. Team Lips (634.49); 7. Motion Systems Racing (621.32); 8. Red Hot Racing (588.01); 9. Team Pasta (583.04); 10. Team Swine Dudes (573.11); 11. Ehlerding Motorsports (562.75); 12. Arclight Racing (554.49); 13. Team Rush'N Racing (547.48); 14. Madness Racing (542.92); 15. Northern Boys Racing (523.88).

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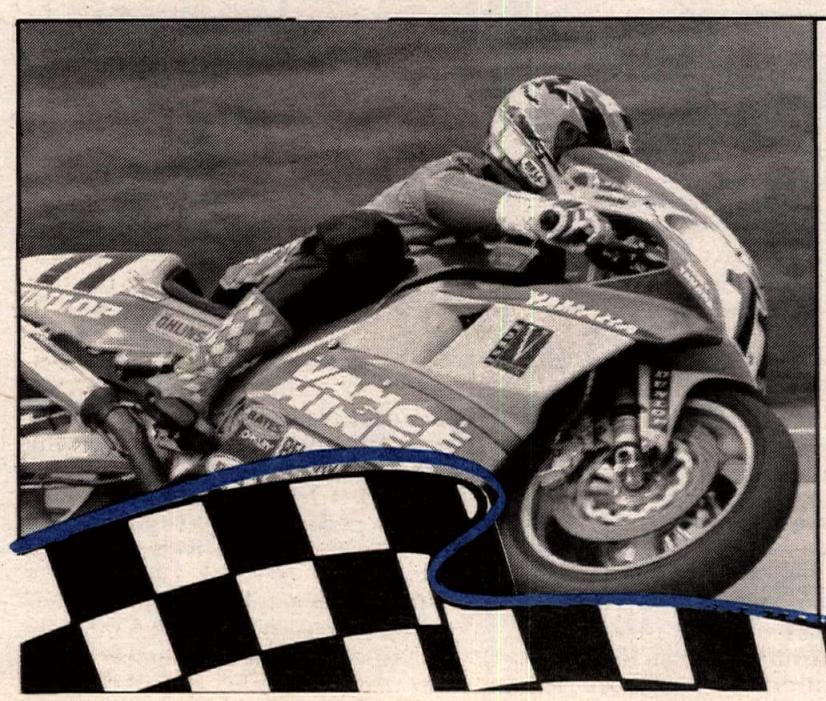

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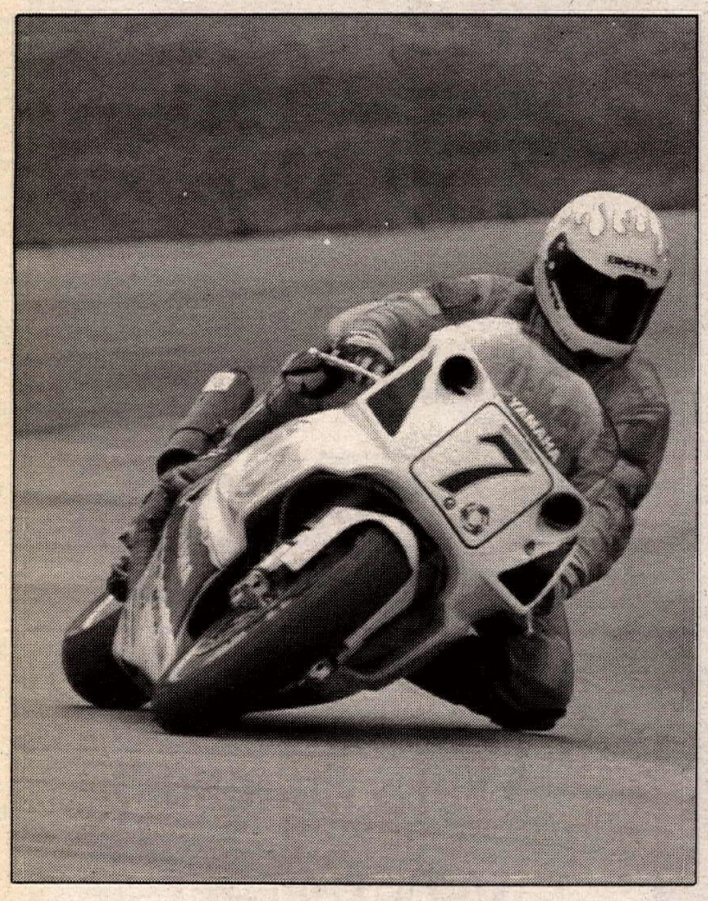
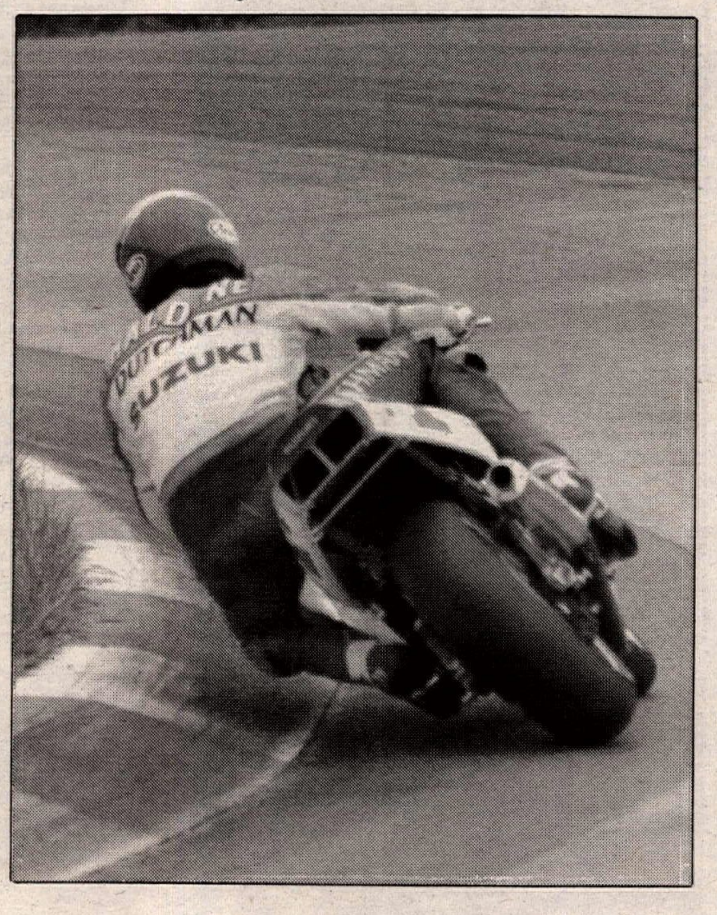
Dutchman Racing (1) leads the way at the Mid-Ohio Sports Car Course, followed by The Human Race Team (16).

Team Mad Dog finished second, a lap behind Dutchman.



Chris Haldane and John Choate led Dutchman to the win.



Dutchman regains momentum at Mid-Ohio

By Paul Carruthers

LEXINGTON, OH, AUG. 3

Just when it appeared as though Mr. Momentum had become permanently affixed to the back of The Human Race Team's Bimota, the somewhat fickle man of motion jumped back on board the Dutchman Racing Suzuki at the Mid-Ohio Sports Car Course.

The Dave Schlosser-owned Dutchman team of Chris Haldane and John Choate ended The Human Race Team's three-race win streak with an immaculate win as the AMA endurance series visited central Ohio and the impeccable Mid-Ohio Sports Car Course.

New Zealander Haldane and his American teammate Choate completed 108 laps of the 2.5-mile facility in the three-hour race, averaging 85.842 mph in the process.

Team Mad Dog's Mike Harth and Rick Kirk finished a lap behind Dutchman in second place, with Kirk doing an admirable job of riding the last portion of the race unable to shift the Yamaha FZR1000. Kirk kept the big Yamaha in fifth gear, and maintained his cornering speed to move the bike past Team R.E.S. and Gold Hill Racing to finish second. R.E.S. and Gold Hill had a spirited battle to the end for third with Fritz Kling and Tripp Nobles on the R.E.S. Suzuki getting the best of Gold Hill's Christian Gardner and John Hopperstad.

And what of those recent phenoms of the endurance series, The Human Race Team? Winners of three straight races, the Bimota-mounted pair of Dale Quarterley and Tom Douglas managed only a fifth today as Douglas crashed the bike in the opening stages of the race, leaving Quarterley to turn in an iron man performance. The veteran New Englander battled bravely through a near two-hour-and-30-minute riding stint to bring the team back from the dead and into fifth place, only a lap behind the leaders.

Dutchman's win not only ended a four-race dry spell for the team, but also helped them drastically in their bid for another AMA Endurance Championship. The victory gives the Pittsburg, Pennsylvania-based team a 12-point lead over Team Mad Dog, 75-71. The Humans hold down third, another four points back, with 71 points while Gold Hill remains in contention with 70 points.

Team Toomer's Michael Barnes and Craig Gleason gave team owner Bill Toomer his third GTU win of the six-race-old series on the Kawasaki ZX6. The dominant duo completed 104 laps to not only top Honda CBR600 F2-mounted Orion Racing by a lap, but also to put the team in sixth place overall.

Third place behind Toomer and Orion in the GTU class was the Yamaha FZR600 of Team Magic II. BH Racing and Super B Racing rounded out the top five finishers in class.

Although rain wasn't falling at the start of the three-hour race, the track surface still had plenty of damp spots, especially in the turn seven area where water actually seeps out of the pavement cracks on the entrance to the right-hander at the end of the back straight.

And turn seven was the place that caused the most havoc throughout the race, especially in the opening laps. At least 12 bikes went down in turn seven in the opening 30 minutes of the race, including The Human Race Team on only the second lap. Douglas was sent back out on the bike after losing two laps to the leaders, Dutchman, who were having it their way from the beginning with Haldane at the helm.

The opening laps saw Haldane leading Mad Dog's Harth with Team O.T.S. also in the hunt until they crashed to earth in turn seven on the fourth lap. By this time, Toomer had already established that without a major problem this race was theirs to win. They were pressured only by Team America GTU, but when John Condron crashed an hour and 15 minutes into the race, that threat went away. Team America's GTO squad of Andy Deatherage and Jeff Atwell opted to use their Supersport-spec bike because of the threat of rain, and were never really in contention; they finished 10th overall.

"We thought it was going to rain more and the superbike is too hard to handle in the wet," Frank Slaughter said. "It was the wrong decision, but sometimes you do that."

California-based Fastline-MCM

Racing was another of the top-running teams to end their day in turn seven as Jeff Heino crashed the team's Suzuki 20 minutes into the race.

Dutchman Racing's only potential problem came at the 49-minute mark, when Haldane passed a lap rider under a waving yellow flag in the turn seven area. Realizing his error, the New Zealander waved the rider by on the exit of the corner and then went about his business. Shortly thereafter, Harth (Mad Dog) took the lead for the first time as the battle up front intensified.

"I waved them back by," Haldane said. "And then got 'em back in the next corner."

Keystone Racing's Mario DuHamel had the George Fitts-owned team up near the front when he crashed the Suzuki in the turn 14 area, adding to a hard-luck season for the team.

Mad Dog's problems came with Kirk aboard. The hard-riding Oklahoma resident brought the Yamaha into the pits for an unscheduled stop when he found the bike wouldn't shift. He was forced to pick a single gear — fifth — and keep it there for the duration. Surprisingly, he was able to make a run, passing at least two teams after adjusting to the problem.

"Fifth gear only," Harth said. "He's amazing. He said he worked a lot on cornering speeds."

While Dutchman cruised to the win, Kirk was able to bring the Yamaha up to second, ahead of the battle between R.E.S. and Gold Hill.

"Sometimes it would load up," Kirk said. "But if I didn't have anybody in front of me I could get around it okay. I'd slip the clutch out of the turns; you could shift with your hand but that wasted more time."

Dutchman owner Dave Schlosser and crew were well prepared for Mid-Ohio. With Dutchman II rider Fabian Cortez on the injured list, the team opted to run only the lead squad, so they had three bikes at their disposal: one setup for the rain; one for intermediate conditions and one for a dry race track.

"We're back on track," Schlosser said. "You've got to give Chris (Haldane) a lot of credit. He turned 36s and 37s the whole time. We were never pressured." It was also Haldane's first trip to Mid-Ohio.

Mad Dog's revenge came the following day in the Monster Bike Shootout, a five-lap dash in which teams are required to pit once for a rider change. Mad Dog reeled in The Human Race Team's Tom Douglas after Quarterley had given the team a substantial lead. Haldane, meanwhile, had crashed the Dutchman bike early in the race in turn nine. CN

Results

GTO: 1. Dutchman Racing (Suz); 2. Team Mad Dog (Yam); 3. Team R.E.S. (Suz); 4. Gold Hill Racing (Yam); 5. The Human Race Team (Bim); 6. Team Good Times Accessories (Kaw); 7. Yamaha of Jacksonville (Yam); 8. Team America (Suz); 9. Northwest Racing (Suz); 10. Knee on Racing Two (Suz); 11. Precipice Racing (Suz); 12. Rabid Dog Racing and Recon (Suz); 13. Team Knee One Racing (Suz); 14. 2 Dave Crew (Suz); 15. Mid Cities Motorsports (Kaw).

GTU: 1. Team Toomer (Kaw); 2. Orion Racing (Hon); 3. Team Magic II (Yam); 4. BH Racing (Hon); 5. Super B Racing (Yam); 6. Team Cycle Sport (Yam); 7. Those Guys Racing (Yam); 8. Big City Racing (Kaw); 9. Team America GTU (Yam); 10. Team Charm (Yam); 11. AGV Sport (Hon); 12. Team Visa (Yam); 13. Ohio Superbike Racing (Yam); 14. JR Racing (Kaw); 15. 2 Guys Racing (Kaw).

Time: 3:01.10.189.

Average Speed: 85.842 mph.

Margin of Victory: 1 min. 41.602 sec.

GTO C'SHIP POINT STANDINGS: 1. Dutchman Racing (2 wins) (87); 2. Team Mad Dog (1) (75); 3. The Human Race Team (3) (71); 4. Gold Hill Racing (70); 5. Yamaha of Jacksonville (54); 6. Team America (49); 7. Northwest Racing (42); 8. Dutchman II (41); 9. Team R.E.S. (40); 10. Team Magic (24).

GTU C'SHIP POINT STANDINGS: 1. Team Toomer (3 wins) (92); 2. Orion Racing (1) (63); 3. Team America GTU; 4. (TIE) BH Racing/Team Cycle Sport (38); 6. K&N Racing (1) (37); 7. Northstar GTU (34); 8. (TIE) Those Guys Racing/Elin Racing (30); 10. (TIE) N2 Racing/Hornblower Racing (29).

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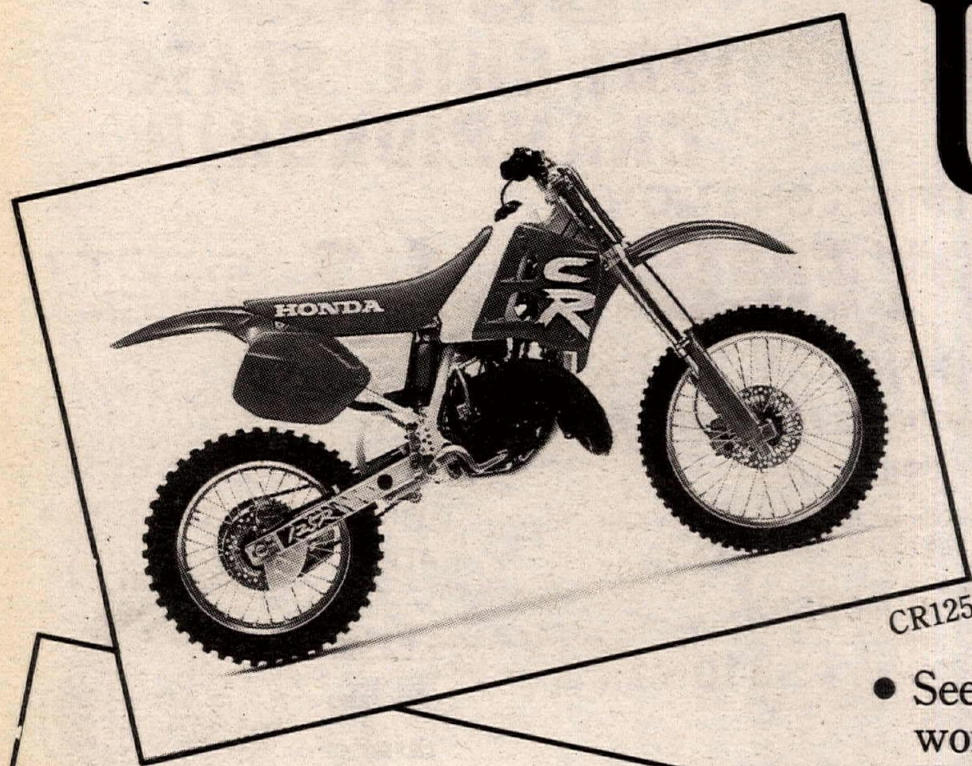

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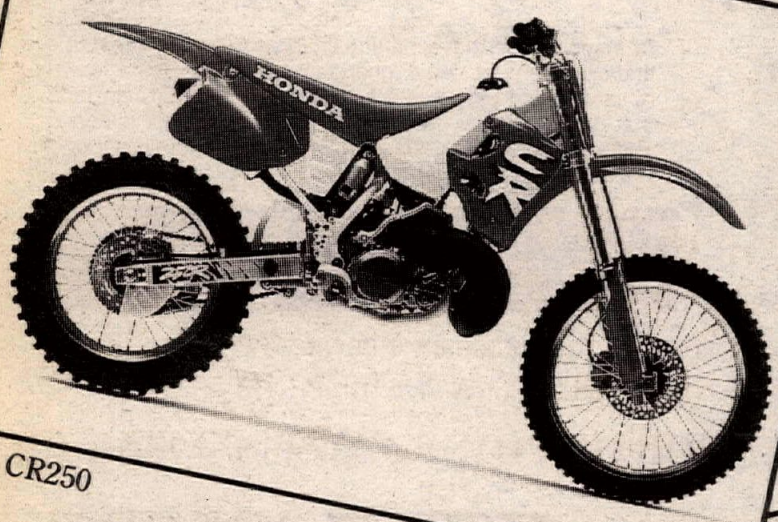

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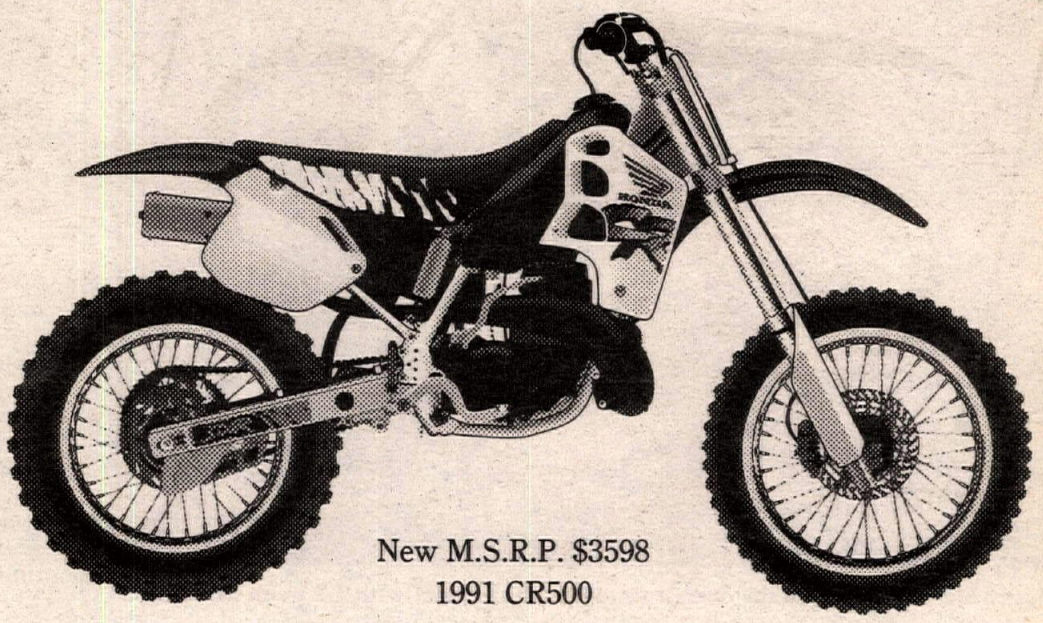

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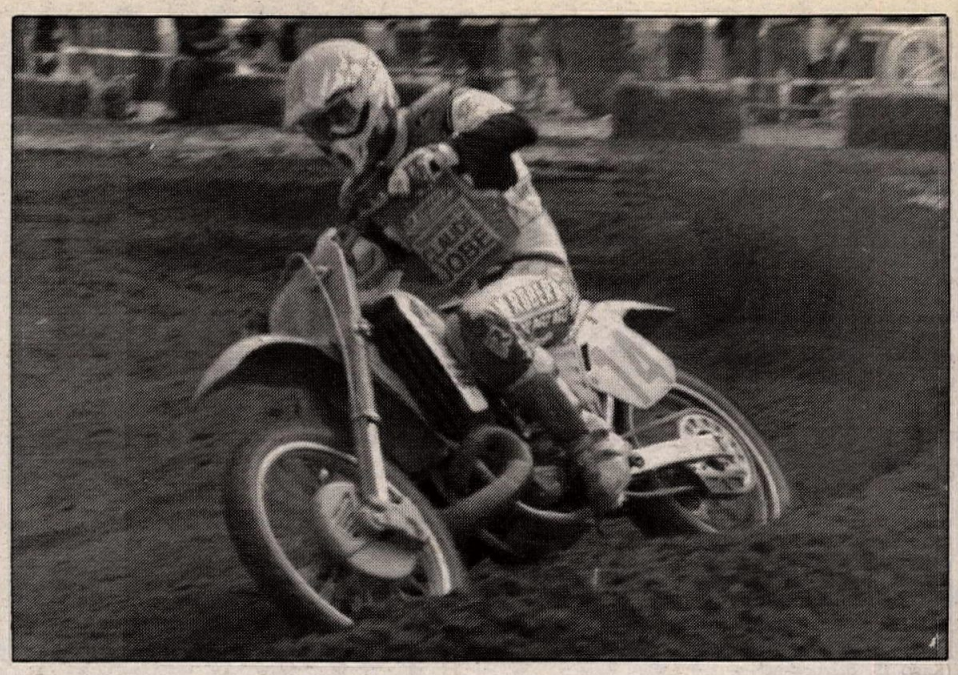
MOTOCROSS World Championship 500cc MX Series: Round 9

FILE PHOTO BY ALEX HODGKINSON

Jacky Martens captured the overall victory at the Citadel with 1-2 moto finishes.



Georges Jobe lost two championship points to Martens after posting 3-1 finishes. He leads Martens by 11 points in the standings with two GPs remaining.

Martens claims the win at the Citadel

By Alex Hodgkinson

NAMUR, BELGIUM, AUG. 4

Jacky Martens moved two points closer to 500cc World Championship leader Georges Jobe as he scored the overall victory in the Belgian GP, held at the famous Citadel circuit.

Each of the two title rivals from Belgium won one of the 40-minute plus two-lap motos, but Martens was the runner-up to Jobe in the second race to clinch the overall victory. Since Jobe finished third in moto one, he gave up two points to Martens and now holds an 11-point lead in the standings with two GPs remaining (the August 11 Luxembourg round and the August 25 U.S. round).

England's Paul Malin led in both motos, but ended the day with 2-3 moto finishes to complete the top three overall. His points for the day lifted him back into third in the standings, but he has no chance of winning the championship.

American Billy Liles once again had a frustrating day, but although he is tied for sixth in the standings, he still remains only 18 points away from third-place Malin. Liles fought through the dust after a bad start to finish fifth in moto one, then he was involved in a collision before the first turn at the start of moto two and scored no points in the moto.

At the beginning of the year, Belgium declared the ancient Citadel fortress a national monument, threatening the GP. But at the request of the local government, the monument was exempt from the normal laws concerning such sites so that the GP could continue. The GP course starts in the Citadel Esplanade, which is like an arena in the shadow of the old fortress, which sits at the top of a hill. The riders then drop into the forest, going between huge trees and under old stone bridges.

A portion of the track also traverses a cobblestone street, where spectators can sit at tables on a cafe porch to watch the action. It was at this cafe where 1983 500cc World Champion Hakan Carlqvist stopped to sip a beer on his way to winning both motos in his last GP victory before he retired in 1988. After climbing back through the woods, the riders make a spectacular leap back onto the Citadel grounds.

The two title candidates made the best starts at the start of moto one, but in the long, sweeping first turn Martens took full advantage of his inside position and pushed Jobe out toward the fence. It was a tactic which paid off, and for Martens the result was justified.

"Jobe cut across me and we touched, that is why I pushed him out," said Martens.

Jobe wasn't angry with Martens and gave a slightly different version of what happened.

"We touched, but it was Dirk Geukens who pushed me right out in the first turn and then he held me up for several laps by weaving all over the track!"

Malin had cut under them all to take the lead with Martens second, and the two soon opened up a tremendous advantage while Jobe, Liles and three-time 500cc World Champion David Thorpe were at the back of an eight-man pack disputing third.

"I was at the back of that pack," explained Thorpe. "The dust was so bad in the trees that I just had to sit there and try to follow Billy (Liles). If I had tried to move forward, I would have probably ended up wrapped around a tree."

After 15 minutes the vision began to improve slightly as Arto Panttila and Johan Boonen broke clear in third and fourth while the other three were trying to find a way past the fading fifth-place Joel Smets. Once Jobe got past Smets, he quickly caught up to Boonen and Panttila, but by that time he was already more than half a minute behind the fleeing leaders and rode a conservative race once he had taken over third place without much opposition.

Jobe hoped that his points loss to Martens, who still trailed Malin, would be restricted to just two points. But with four laps to go, Martens closed in on Malin.

"It didn't matter if he got close because it is so difficult to pass and I wasn't tired," Malin said. "At a corner in the woods a backmarker knocked me off. I shouted to him and he moved over, but just as I went under in the turn he cut across me again."

Martens quickly went past and rode to the win, while Malin recovered to salvage second, 27 seconds behind Martens and 13 ahead of Jobe. Panttila finished seven seconds behind Jobe in fourth with Liles right in his tracks. Like Liles, Thorpe had also passed Smets and he finished sixth, 20 seconds down on Liles. Seventh went to Smets followed by Jo Martens, Soren Mortensen and Siegfried Bauer as the lower leaderboard saw a host of riders disappear late in the race.

Geukens broke a shock four laps from the end, Boonen lost a lap with a carburetor problem, and Kurt Ljungqvist broke a wheel. Jeremy Whatley hurt his left ankle in a crash with Ronny Weustenraed, but he managed to finish 11th.

At the start of race two it was again Malin at the front on the opening lap with Walter Bartolini behind him leading Jobe and Jacky Martens as they left the Esplanade. Liles and Geukens collided on the start straight and went down.

"It was all (Ronny) Weustenraed's fault," claimed Liles. "He veered to the right and pushed me into Dirk. Then I fell down again in the first corner and broke the front brake lever."

Thorpe, Mortensen, Bauer and several other riders went down in a big heap in turn two. Thorpe was forced out on lap two when his chain broke.

By the end of the first lap, Jobe was biting at the rear wheel of Malin and Martens was all over Bartolini for third. It wasn't long before Jobe was racing to a 32-second victory.

"In the dust today I knew that I had to get to the front quickly," said Jobe.

For a long time it looked as though Jobe and Martens, who had passed Bartolini for third, would end the day with equal points for the third successive GP. But second-place Malin had no answer to Martens' charge after 30 minutes.

"Jobe got me when I overshot a corner, but Martens just rode around me when I started to get tired," said Malin. "It's been a long time since I finished two 45-minute motos."

Martens couldn't charge anywhere near Jobe and settled for second, 22 seconds ahead of the fading Malin. Ljungvist and Jo Martens rounded out the top five, both a considerable distance apart. Smers scored another sevenh behind Kees Van der Ven, Geukens finished eight, while Bartolini had dropped back to ninth at the finish CN

Results

TIMED PRACTICE: 1. Georges Jobe (2 minutes, 55.01 seconds); 2. David Thorpe (2:55.58); 3. Paul Malin (2:55.91); 4. Ronny Weustenraed (2:56.74); 5. Arto Panttila (2:56.89); 6. Jacky Martens (2:57.68); 7. Joel Smets (2:58.18); 8. Billy Liles (2:58.31); 9. Dirk Guekens (2:58.32); 10. Kurt Ljungqvist (2:59.07); 11. Jeremy Whatley (2:59.18); 12. Johan Boonen (2:59.65); 13. Siegfried Bauer (3:00.09); 14. Jo Martens (3:00.14); 15. Soren Mortensen (3:00.27); 16. Karl Sulzer (3:00.52); 17. Mervyn Anstie (3:00.65); 18. Walter Bartolini 3:01.00); 19. David Wijnants (3:01.02); 20. Robert Scott (3:01.10); 21. Stefan Larsson (3:01.35); 22. Kees Van der Ven (3:01.42); 23. Christer Olsen (3:01.52); 24. Jean Blanchy (3:01.73); 25. Brian Wheeler (3:01.93); 26. Jared Smith (3:02.53); 27. Eric Delannoy (3:02.84); 28. G. Marco Faussone (3:03.02); 29. Marc Velkeneers (3:03.17); 30. Per Bengtsson (3:03.64); 31. Mathias Olsson (3:03.85); 32. Stuart Coyle (3:03.90); 33. Jorgen Gustafsson (3:04.00); 34. Dario Dellantonio (3:04.22); 35. Peter Reinholdsson (3:04.28); 36. Mauro Moretto (3:04.43); 37. Carlo Hulsen (3:05.74); 38. Frank Palinckx (3:06.13); 39. Bjorn Jonsson-Boneck (3:06.48); 40. Roberto Costa (3:06.92); 41. Fred Van Loon (3:07.68); 42. Giovanni Cavatorta (3:11.69).

MOTO 1: 1. Jacky Martens (KTM); 2. Paul Malin (Kaw); 3. Georges Jobe (Hon); 4. Arto Panttila (Hon); 5. Billy Liles (Kaw); 6. David Thorpe (Kaw); 7. Joel Smets (Hon); 8. Jo Martens (Hon); 9. Soren Mortensen (Kaw); 10. Siegfried Bauer (Kaw); 11.

Jeremy Whatley (Kaw); 12. Brian Wheeler (KTM); 13. Stuart Coyle (Hon); 14. David Wijnants (Kaw); 15. Marc Velkeneers (Hon); 16. Jorgen Gustafsson (Kaw); 17. G. Marco Faussone (Hon); 18. Peter Reinholdsson (Kaw); 19. Jean Blanchy (Kaw); 20. Jared Smith (Hon); 21. Carlo Hulsen (Hon); 22. Per Bengtsson (Kaw); 23. Mauro Moretto (Hon); 24. Christer Olsen (Hon); 25. Dario Dellantonio (Hon); 26. Fred Van Loon (KTM); 27. Johan Boonen (KTM); 28. Mathias Olsson (Kaw).
Time: 48:27.98

MOTO 2: 1. Georges Jobe; 2. Jacky Martens; 3. Paul Malin; 4. Kurt Ljungqvist (Hon); 5. Jo Martens; 6. Kees Van der Ven (Hon); 7. Joel Smets; 8. Dirk Geukens (Hon); 9. Walter Bartolini (Hbg); 10. David Wijnants (Kaw); 11. Ronny Weustenraed (Kaw); 12. Stuart Coyle; 13. Soren Mortensen; 14. Karl Sulzer (Hon); 15. Stefan Larsson (Kaw); 16. Jean Blanchy; 17. Mervyn Anstie (Hon); 18. Billy Liles; 19. Siegfried Bauer; 20. Arto Panttila; 21. Robert Scott (Kaw); 22. Brian Wheeler; 23. Marc Velkeneers; 24. Per Bengtsson; 25. Carlo Hulsen; 26. Christer Olsen; 27. Mauro Moretto; 28. Jorgen Gustafsson; 29. G. Marco Faussone.
Time: 49:15.44

O/A: 1. Jacky Martens (KTM); 2. Georges Jobe (Hon); 3. Paul Malin (Kaw); 4. Jo Martens (Hon); 5. Joel Smets (Hon); 6. Kurt Ljungqvist (Hon); 7. Arto Panttila (Hon); 8. Billy Liles (Kaw); 9. Kees Van der Ven (Hon); 10. Soren Mortensen (Kaw); 11. David Thorpe (Kaw); 12. Dirk Geukens (Hon); 13. David Wijnants (Kaw); 14. Walter Bartolini (Hbg); 15. Stuart Coyle (Hon); 16. Siegfried Bauer (Kaw); 17. Ronny Weustenraed (Kaw); 18. Jeremy Whatley (Kaw) 19. Brian Wheeler (KTM); 20. Karl Sulzer (Hon); 21. Stefan Larsson (Kaw); 22. Marc Velkeneers (Hon).

WORLD CHAMPIONSHIP 500 MX SERIES POINT STANDINGS: 1. Georges Jobe (234); 2. Jacky Martens (223); 3. Paul Malin (148); 4. Dirk Geukens (145); 5. Kurt Nicoll (132); 6. (TIE) Billy Liles/Arto Panttila (130); 8. Jo Martens (122); 9. Kurt Ljungqvist (121); 10. David Thorpe (99); 11. Johan Boonen (84); 12. (TIE) Kees Van der Ven/Jeremy Whatley (82); 14. Soren Mortensen (74); 15. Ronny Weustenraed (66); 16. Mervyn Anstie (59); 17. Joel Smets (54); 18. Carlo Hulsen (52); 19. Jared Smith (46); 20. Walter Bartolini (37).

World Championship 125cc MX Series: Round 11

Beirer best at German GP

By Dave Smith

REIL, GERMANY, AUG. 4

Bob Moore predicted before the German GP that he would take Stefan Everts all the way to the last round of the World Championship 125cc MX Series before conceding the World Championship to the Belgian. And the Californian did just that in Germany, ably assisted by German Pit Beirer, who before the day started had never even won a GP moto.

Yet there Beirer was at the top of the podium after posting 1-2 moto finishes for the overall victory in his home GP! Moore kept himself mathematically in the title hunt with 3-1 moto performances as championship leader Everts finished second in the first moto then faltered in moto two and ended up in fifth place.

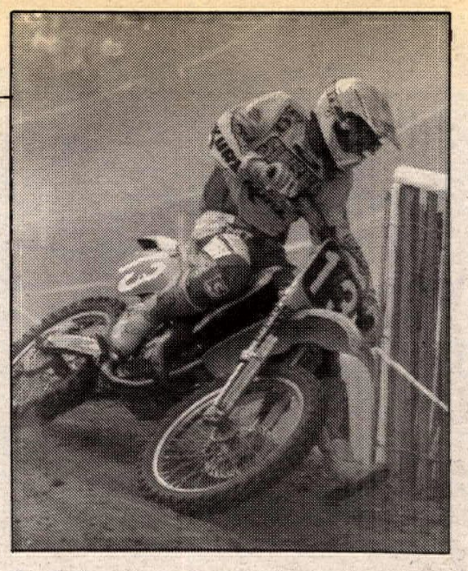
Everts was unable to clinch the title and left Germany with a 34-point lead over Moore with the final GP to be run August 18 in Japan.

Pedro Tragter got the holeshot at the start of the first 40-minute plus two-lap moto but his front wheel washed out in the first corner and he went down. That gave the lead to 125cc World Champion Donny Schmit, the Minnesotan who was riding his first race since he broke his thumb and collarbone at the May 26 Hungarian GP, with Everts and Beirer chasing him from second and third. Moore was down in the field after a poor start.

Beirer eventually wore down the two Bieffe Suzuki teammates and passed them to take the lead. Once out front, Beirer refused to surrender his lead as initially Everts tried to come back before the German pulled away to a 17-second win.

Schmit's reappearance in the series lasted approximately 10 laps. He had crashed during the morning's practice session and aggravated his thumb injury, and a punctured tire before the halfway point made it impossible for him to continue.

"It was so painful landing off the many jumps and I couldn't hold on for the pain," said Schmit, who didn't attempt to ride the second moto.



Pit Beirer won his first-ever 125cc GP in his native Germany.

After coming around 12th at the end of the first lap, Moore charged throughout the race and worked his way through the field until he was third. The German-license holder got Everts in his sights late in the race, but Moore never got close enough to challenge and finished third, 16 seconds behind the Belgian. Moore was just four seconds clear of fourth-place Greg Albertijn, while Yves Demaria crossed the finish line fifth with Remy Van Rees on his tail. Californian Willie Surratt finished seventh.

Moore followed holeshot man Beirer around the first corner at the start of moto two, while Everts completely blew the start with the knowledge that he could clinch the title. As Everts moved through the field, the calculations started to be made. When Everts was up to sixth and Moore was still second, it was realized that he could indeed wrap up the title.

Everts had a titanic struggle with Joakim Karlsson over fifth, while Albertijn and Tragter had their own struggle for third going a short distance ahead. Everts appeared to be able to move through to third, but as he made his strike Moore took over the lead from Beirer as the German began to tire and made one of his few mistakes.

Moore left Beirer six seconds behind at the finish, while Tragter prevailed in his battle with Albertijn to finish third. After passing Karlsson, Everts settled into fifth where he finished 15 seconds behind Albertijn to leave the final battle for Japan.

Surratt was forced to retire after six laps with a broken exhaust pipe, and he is anxious for the season to end so he can return home to southern California.

"I'm fed up of living in a bus and I want to get back to sanity," said Surratt. "It's taken me two weeks to figure out how the shower works!" CN

Results

MOTO 1: 1. Pit Beirer (Suz); 2. Stefan Everts (Suz); 3. Bob Moore (KTM); 4. Greg Albertijn (Hon); 5. Yves Demaria (Suz); 6. Remy Van Rees (Kaw); 7. Willie Surratt (Hon); 8. Joakim Karlsson (Kaw); 9. Marcel Van Drunen (Hon); 10. Andrea Bartolini (Suz); 11. Frederic Vialle (Kaw); 12. Jerome Belval (Suz); 13. Frederic Bolley (Yam); 14. Craig Pratley (Hon); 15. Erwin Machtlinger (Hon); 16. Mattias Nilsson (Suz); 17. Charrel Sweebe (Hon); 18. Christian Burnham (Hon); 19. Kim-Alex Olsen (Suz); 20. Thierry Klutz (KTM); 21. Jimmy Verburgh (Suz); 22. Derek Graham (Hon); 23. Cláus Nielsen (Kaw); 24. Christian Manucci (Suz).

MOTO 2: 1. Bob Moore; 2. Pit Beirer; 3. Pedro Tragter; 4. Greg Albertijn; 5. Stefan Everts; 6. Joakim Karlsson; 7. Andrea Bartolini; 8. Erwin Machtlinger; 9. Remy Van Rees; 10. Frederic Vialle; 11. Bernard Magain (Kaw); 12. Gerald Delepine (Kaw); 13. Frederick Werner (Hus); 14. Jerome Belval; 15. Cyril Porte (Suz); 16. Claus Nielsen; 17. Paul Cooper (Yam); 18. Jimmy Verburgh (Suz); 19. Kim-Alex Olsen; 20. Derek Graham; 21. Markus Becker (Suz); 22. Craig Pratley; 23. Jan Van Oorschot (Hon); 24. Gilles Egman (Suz); 25. Thierry Godefroid (Kaw).

WORLD CHAMPIOSHIP 125 MX SERIES POINT STANDINGS: 1. Stefan Everts (367); 2. Bob Moore (333); 3. Pedro Tragter (240); 4. Yves Demaria (181); 5. (TIE) Willie Surratt/Andrea Bartolini (153); 7. Marcel Van Drunen (150); 8. Greg Albertijn (140); 9. Pit Beirer (136); 10. Joakim Karlsson (132).

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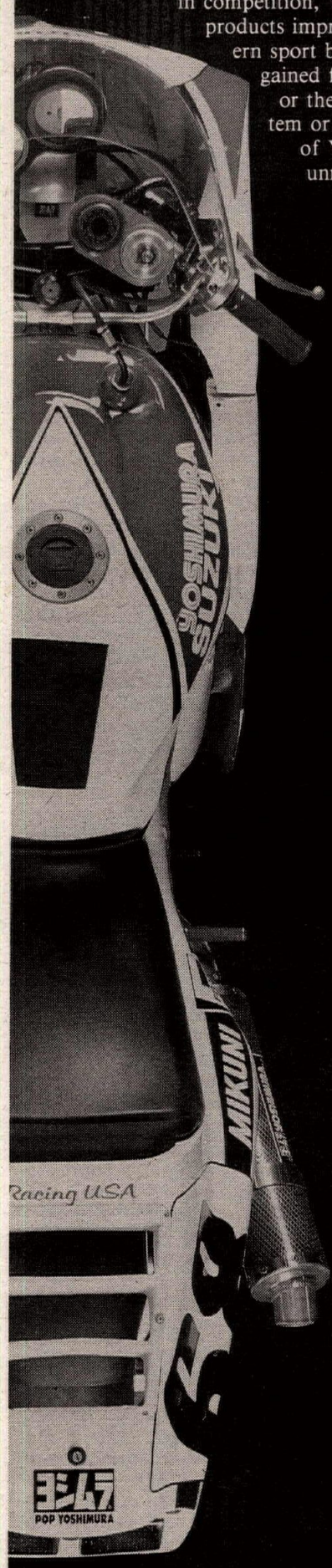
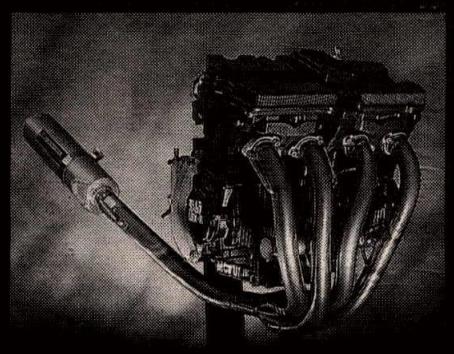
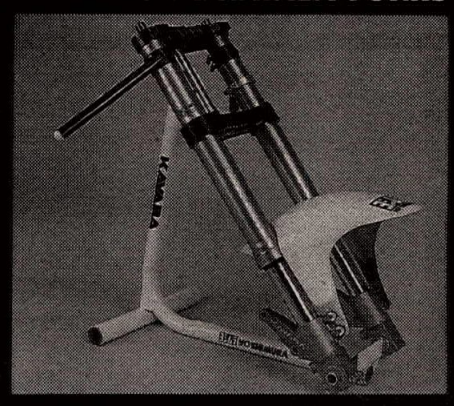


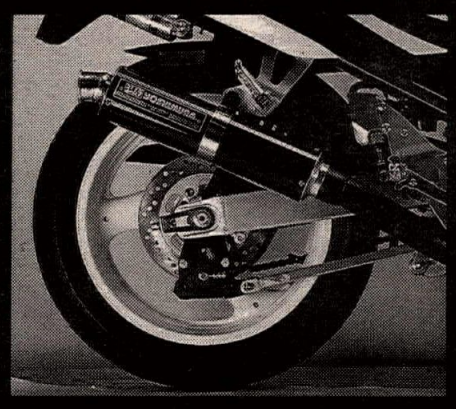
COMPLETE RACE ENGINES



YOSHIMURA/KAYABA FORKS



CYCLONE EXHAUST SYSTEMS



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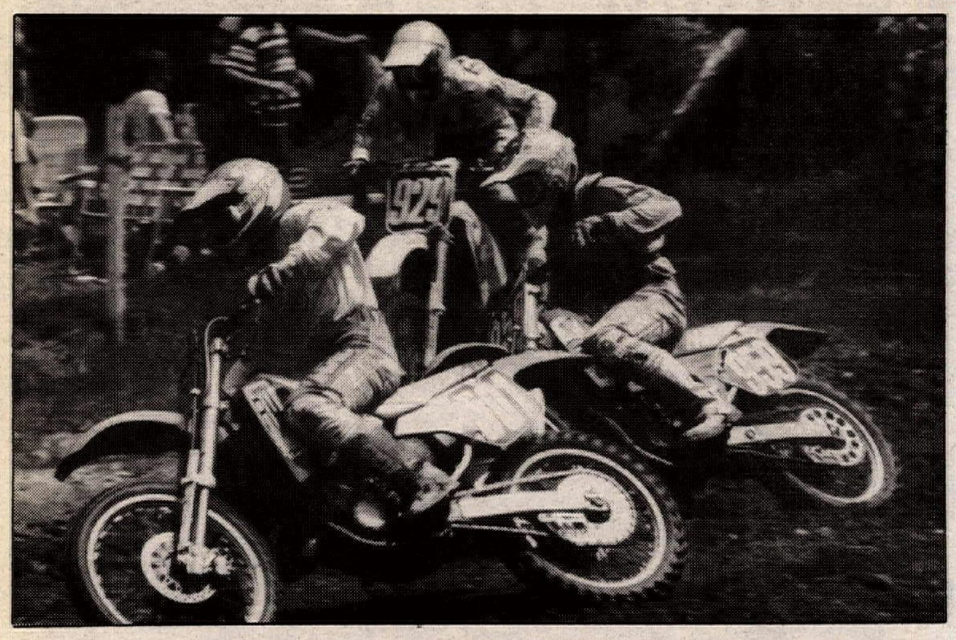
LOCAL EVENTS



Silver Creek MX action saw Larry Andrews (501), Chad Lough (959) and Shane Templeton (929) battle for position in the first 125cc A class moto.

Correy corners Penhall Classic Speedway

By M. Sober

SAN BERNARDINO, CA, JULY 24

Ronnie Correy started his return with a bang, winning five out of six heats on his way to capturing his first ever Bruce Penhall Classic at Glen Helen. The 11th running of this prestigious midsummer classic was stocked with former National Champions, as well as previous Penhall Classic winners, such as Bobby Schwartz, Steve Lucero, Alan Christian and current champ Mike Faria.

Correy, riding one of the Russell Racing Team bikes, started out the evening by taking a win and three points over two other Russell Racing Team members, Scott Brant who finished second and Josh Larsen who finished fourth. Meanwhile, Faria, Schwartz and Gary Hicks were also posting three point wins in the first round.

The second round started with the recently returned Eddie Castro winning the first heat, followed by Larsen upsetting Schwartz and Brant getting into the winner's circle. That brought out the fourth heat of the round, and one of the toughest rides of the night.

Faria and Correy who were both sporting perfect scores were joined by Lucero and Charlie Venegas. Faria gained the initial advantage in the opening laps with Correy driving hard on the outside looking to overtake the National Champion. Correy, in his zeal to drive inside of Faria in turn two of lap three, overslid and went down, dropping him out of second place and into the unenviable position of scoring no points in his second ride.

The third round started with Brant taking another win, this time over Faria who finished a close second. Correy got back onto the winning side of the program, posting an impressive win over youngsters Brent Werner and Jesse Finch. Schwartz was relegated to last place in his third heat when he tried to catch Correy in the first turn but got too far out into the deep dirt and had to slow down to avoid the crash wall.

The third round ended with Lucero taking his first win of the night and Larsen winning his second straight heat, this time over a fading Hicks. The standings at intermission showed Faria and Brant on top with eight points apiece, followed by a log jam of riders tied with six points apiece. The six point group included Larsen, Correy, Lucero, Castro and Hicks.

The fourth round opened with Correy gaining another three points over Chris Manchester and Hicks. The second heat of the round saw Brant come from the outside to win over Schwartz and Lucero. Larsen also continued to recover from an early round zero, driving to the win over Faria. Venegas showed Finch and Castro the fastest way around the oval in the final heat of the round scoring his first and only win of the meeting.

The fifth and final round started with Larsen getting his fourth straight win. Larsen qualified for the main event with his victory. The next heat was won by Faria who outdistanced Schwartz and Hicks. Correy continued to make up for his second round fall by taking a relatively easy win over Tony Beinert and Don Odom. The final heat win of the evening went to Werner when Brant's bike broke right after the start of the race. Brant still managed to qualify for the main event having accumulated 11 points in his first four rides.

In years past the Bruce Penhall Classic winner was determined strictly in championship-style format, the rider with the most points after five rides was the winner. But 1991 would be different, the powers that be decided to give the fans an extra race, thus the main event was added. Qualifying with 13 points was Faria, second was a tie between Correy and Larsen with 12 each. Brant was the fourth participant with 11 points.

The main event starting positions were determined by points, thusly Faria was on the pole with Correy in the second spot next to Larsen in three and Brant on the outside in four. As the tapes went up Correy was the first to react, driving hard into turn one with Faria right on his tail. Larsen followed behind Faria with Brant working the outside line. Faria attempted to reel in Correy, first trying the slick inside line and then going to the outside but nothing was working, as Correy was hooked up and flying. Meanwhile, at the rear of the heat, Brant was taking a page from the book of Faria, as he was putting on a display of outside line riding that would eventually place him across the finish line ahead of everyone with the exception of Correy. Brant moved past a stunned Faria just 50 feet shy of the checkered flag. CN

Results

O/A: 1. Ronnie Correy; 2. Scott Brant; 3. Mike Faria; 4. Josh Larsen; 5. (TIE) Bobby Schwartz/Steve Lucero; 7. (TIE) Gary Hicks/Chris Manchester/Eddie Castro; 10. Brent Werner; 11. (TIE) Charlie Venegas/Jesse Finch; 13. Tony Beinert; 14. Don Odom; 15. Gary Ackroyd; 16. (TIE) Alan Christian/Doug Bowers.

Williams, Frazier top Jefferson National Invitational Hillclimb

By Scott Karst

JEFFERSON, PA, AUG. 4

Canadian Wade Williams captured first place in the 800cc class at the AMA National Invitational Hillclimb. Williams, riding a Honda, posted a time of 6.1994 seconds up the approximately 375-foot hill located on the White Rose M.C. grounds in southern Pennsylvania. A crowd estimated at 4000 was on hand for the event.

The National Invitational Hillclimb features the top 15 riders in both the 800 and 540cc classes. It does not count in the 1991 points race for the National Championship.

Williams' father John took fifth place with a 6.5395 climb and younger brother Greg was 10th with a best climb of 6.7127, both also on Hondas.

Harley-Davidson-mounted Jeff Yoder earned runner-up honors with a 6.3997 performance. Fellow Hoosier State rider Lou Gerencer was third at 6.4158 and Robert Casledine of Massachusetts was fourth at 6.4869.

Tim Frazier of Ohio won the 540cc class with a 6.9490 climb aboard his BSA. A 7.2252 run up the hill earned New Englander Paul Pinsonnault second and Michigan rider Doug Klont was third with a 7.4692 performance. CN

Results

800: 1. Wade Williams (Hon); 2. Jeff Yoder (H-D); 3. Lou D. Gerencer (H-D); 4. Robert Castledine (H-D); 5. John Williams (Hon); 6. Tom Chatterton (H-D); 7. Tom Reiser (H-D); 8. Rick Hunter (H-D); 9. Randy Gabriel (H-D); 10. Greg Williams (Hon).

540: 1. Tim Frazier (BSA); 2. Paul Pinsonnault (Hon); 3. Doug Klont (Tri); 4. Larry Licht (BSA); 5. Scott Everett (Tri); 6. Ted Wilkins (Har); 7. John Hislop (BSA); 8. Ernie Pellin (Yam); 9. Richard Soter; 10. Steve Dresser (Suz).

Chester charges at Silver Creek MX

By Barbara and Loren Williams

MORGANTON, NC, AUG. 4

Jim Chester kept his cool in high heat and humidity to win the 125 and 250cc A classes at Silver Creek MX, host of round 11 of the AMA Southeastern Regional MX Championship MegaSeries.

Chester, who is sponsored by Bare Bros., FMF, Gatorz, Answer, Shoei, Renthal and Dunlop, rocketed to the lead at the start of the first 125cc A moto with Chad Lough and Larry Andrews heading the pack in pursuit. Throughout the eight-lap race Chester pointed the way while Mike Andrews, older brother to Larry, worked to overcome his fifth-place start. After slipping by fourth-place Shane Templeton during lap two and dispatching brother Larry a round later, Mike dogged Lough for three laps before powering past on a downhill. Lough fought back to the flag, but the older Andrews denied him any opening and the apparent finish was Chester's, with the win over Mike Andrews and Lough. But in the heat of battle with Lough, Mike had skimmed the side of a jump instead of hopping over it, and was penalized a place for the gaffe, handing the runner-up spot to Lough.

Larry Andrews blasted to the front of the pack at the start of moto two. William Wilson briefly spurted into the lead, but Larry quickly doused his flame. Chester ducked to the inside of Wilson in the next turn and took over second. By the end of lap three Mike Andrews had also passed Wilson and followed Chester's trail to hunt down brother Larry.

Chester passed Larry for first coming down a hill, but when Larry tried to come back he shot straight at the bottom of the hill instead of turning right. Larry's second place became brother Mike's property, and his rhythm gone, Larry fell in the next turn and watched the pack blow by him.

Mike moved in on Chester's fender and zapped him for the lead. Chester challenged until the last lap, then settled back into a safe second behind Mike at the finish.

Ray Boruff recorded two aces in the Open Amateur class for the overall win as his only serious competition, Steve Starnes, dropped out of the second moto with mechanical ills.

Results

50: 1. Jason Bault (Yam); 2. Joey Garnes (Yam); 3. Gregory Bergen (Yam); 4. Chad Hampton (Yam); 5. Jeffrey Fields (Yam).

65 (7-11): 1. Josh Scott (Kaw); 2. Wayne McLauglin (Kaw); 3. Joshua Summey (Kaw); 4. Joey Garnes (Kaw); 5. Daniel Franklin (Kaw).

JR MINI (7-11): 1. Paul Justus (Kaw); 2. Jon Boruff (Suz); 3. Jason Welshan (Kaw); 4. Brad Edwards (Hon); 5. Makesha Hoyle (Hon).

SR MINI: 1. Jimmy Briggs (Kaw); 2. Jacob Dombrosky (Suz); 3. Scott Russell (Kaw); 4. Chris Bault (Suz); 5. David Clark (Kaw).

SCHBY: 1. Greg Nelson (Suz); 2. Paige Hilliard (Hon); 3. Kevin Mills (Hon); 4. Chris Bault (Suz); 5. Nick Citron (Kaw).

ENDR: 1. Kirk Hayes (Suz); 2. Mark Thompson (Suz); 3. Chad Mullins (Yam); 4. Chris Roberts (Yam); 5. Roger Arnold (KTM)

125 A: 1. Jim Chester (Suz); 2. Michael Andrews (Suz); 3. William Wilson (Hon); 4. Manul Arnold (Kaw); 5. Shane Templeton (Suz).

125 B: 1. Stevy Hyatt (Kaw); 2. Todd Huffstetler (Kaw); 3. John Sharpe (Hon); 4. Mike Nutter (Kaw); 5. Tim Hodock (Hon).

125 C: 1. William Gilleland (Hon); 2. Chris Stacey (Kaw); 3. Leslie Belcher (Hon); 4. Gregory Pittman (Suz); 5. Paul McDaniel (Hon).

125 D: 1. Robert Floyd (Hon); 2. Joseph Hopson (Yam); 3. James Kincer (Hon); 4. Charles Brown (Yam).

250 A: 1. Jim Chester (Suz); 2. Michael Andrews (Suz); 3. Shane Templeton (Suz); 4. Manul Arnold (Kaw); 5. Chad Lough (Suz).

250 B: 1. Jay Hayes (Hon); 2. Darrell Bailey (Hon); 3. Mike Nutter (Kaw); 4. Mike Keller (Hon); 5. John Sharpe (Hon).

250 C: 1. Jim McDaniel (Hon); 2. Glen Chase (Kaw); 3. Kenneth Bailey (Hon); 4. Frank Hampton (Hon); 5. Jeff Elkins (Yam).

+25 C: 1. Barry Harvey (Suz); 2. Mark Thompson (Suz); 3. Marc Cleveland (Hon); 4. Anthony Runion (Kaw); 5. Bruce Hutchins (Kaw).

+30 C: 1. Chris Rash (Yam); 2. Wayne Nix (Yam); 3. Johnny Rasar (Suz); 4. Jeff Lane (Suz); 5. Randy Conner (Suz).

+25 B: 1. Douglas Mohr (Kaw); 2. Bobby Gilbert (Kaw); 3. Daniel Shell (Hon); 4. Dennis Scalf (Kaw); 5. Cletis Greene (Hon).

OPEN AM: 1. Ray Boruff (Hon); 2. David Farris (KTM); 3. Mark Cleveland (Hon); 4. Keith King (Kaw); 5. Steve Starnes (Hon).

S/SR: 1. Billy Privatte (Hon); 2. Ted Fields (Yam)

SR A: 1. Dana Haas (Yam); 2. David Farris (KTM)

SR B: 1. Steve Starnes (Hon); 2. Randy Roberts (Kaw); 3. Allen Lunsford (Hon); 4. Dennis Scalf (Kaw); 5. Jeffery Simrod (Suz).

4-STRK: 1. Jeff Lane (Suz); 2. George Galloway (Hon); 3. Steve Leatherwood (Hon); 4. Kirk Hayes (Suz).

NON-CURR 125: 1. Ryan McCann (Kaw); 2. Jeff Wilson (Kaw); 3. Dale Huffman (Suz); 4. Michael Arrington (Kaw); 5. Bobby Rhoads (Hon).

NON-CURR 250+: 1. Dewayne Fender (Hon); 2. Benson Metcalf (Hon); 3. George Idol (Yam); 4. Charles Wood (Hon); 5. Paul Crener (Kaw).

U/L AM: 1. Mike Nutter (Kaw); 2. Jay Hayes (Hon); 3. Darrell Bailey (Hon); 4. Mike Keller (Hon); 5. Shane Lawson (Hon).

Bennett escapes with Bounty Hunter Motocross win

By Tom Prichard

CHOWCHILLA, CA, AUG. 3

Pat Bennett won both his qualifying motos, securing him in the 12 position on the single-file inverted starting line in the feature Bounty Hunter Race at the Chowchilla Fairgrounds. He then capped off his perfect evening by taking the lead on lap five in the feature and was never seriously challenged for the next five laps to take the win.

His victory didn't come easily however as his closest competitor of the night Jon Nelson made things just a little too close for comfort in the early going.

When the riders lined up for the start of the main event the majority were mounted on 250 or 500cc machines, with Bennett and only four other riders on 125s.

When the starter threw the green flag Greg Allen immediately moved up from the fourth position to take the lead. Allen, on a 125cc Kawasaki, seemed to have all the horsepower he needed, as he opened up a three second lead by lap two.

Bennett, meanwhile, followed Nelson past half the field, and on lap three Nelson was in fourth with Bennett right behind coming out of the back side rockers. Nelson gave it just a little bit too much throttle at the end of the rocker section and slid out, with Bennett just barely missing both rider and bike.

On the very next lap, Bennet pushed second place Chris Kawasaki and third Josh Boykin to the rear fender of leader Allen. The top four riders started to bunch into a tight pack while pulling away from the rest of the field.

Then, on lap five, Bennett took advantage of a bobble by the leader, Allen, to move around both Boykin and Kawasaki to take over first. From then on Bennett pulled away at a rate of about two seconds a lap.

On lap six Boykin took control of second, as Kawasaki went down. Kawasaki remounted and got back under way, eventually finishing fifth. Greg Allen also faded back dropping out on lap nine. Meanwhile, Nelson recovered from his fall and charged up on the second place rider Boykin. The checkered flag came out before he could take the ruuner-up spot and Nelson wass forced to settle for third. Fourth went to Kawasaki rider John Nicolaus.

Results

BOUNTY HUNTER RACE: 1. Pat Bennett (Suz); 2. Josh

Boykin (Hon); 3. Jon Nelson (Suz); 4. John Nicolaus (Kaw); 5. Chris Kawasaki (Kaw).
60 NOV: 1. Robert Blake (Kaw); 2. Jess Medley (Kaw).
80 BEG: 1. Bobby Garcia (Kaw); 2. Jess Medley (Suz); 3. Jason Bowden (Kaw); 4. David Sherrow (Suz); 5. Sophis Herrera (Kaw).
125 BEG: 1. Jeff Van Tassel (Suz); 2. Matt Lorenzo (Suz); 3. Casey Musick (Kaw); 4. Derrik Cox (Hon); 5. Ted Pickel (Yam).
125 NOV: 1. Ray McLaughlin (Hon); 2. John Culwell (Kaw); 3. Chris Platero (Suz); 4. Brian Dueck (Suz); 5. Jimmy Scott (Suz).
125 INT: 1. Josh Boykin (Hon); 2. Carey Jones (Hon); 3. Greg Allen (Kaw); 4. Chris Kawasaki (Kaw); 5. Mark Klauser (Kaw).
125 PRO: 1. Pat Bennett (Suz); 2. Jon Nelson (Suz); 3. Jack Azevedo (Suz); 4. Dan McCann (Suz).
250 BEG: 1. John Pattullo (Hon); 2. Frank Dougherty (Hon); 3. Gary Taylor (Hon); 4. Jason Soares (Kaw); 5. Doug Rose (Kaw).
250 NOV: 1. Henry Armendariz (Suz).
250 INT: 1. Chris Kawasaki (Kaw); 2. Ron Gilligan (Hon); 3. Don Knapp (Suz); 4. Paul Epley (Suz).
250 PRO: 1. Jon Nicolaus (Kaw).
500 BEG: 1. Eric Torgerson (Hon).
500 NOV: 1. Ray McLaughlin (HOn); 2. Doug West (Hon); 3. Mike West (Hon); 4. Brad Phillips (Hon); 5. Greg Michael (Hon).
500 PRO: 1. Glenn Harison (Kaw); 2. Dave Matheson (Hon).
25-29 BEG: 1. Frank Dittman (Hon); 2. Matt Lorenzo (Suz); 3. James Weisner (Yam); 4. Greg Butler (Yam); 5. Bill Wyman (Hon).
25-29 NOV: 1. Skip Guinn (Kaw); 2. Eric Henley (Kaw); 3. Ryan Menke (Suz); 4. Brian Ferro (Suz).
VET NOV: 1. Robert Fields (Hon); 2. Shane Wright (Yam); 3. Shawn Lee (Hon); 4. Timothy Hagberg (Hon).
VET INT: 1. Jerry Wohlgemuth (Hon).
VET PRO: 1. John Wills (Hon).

Volpe, Stevens victorious at Gateway Road Race

By Mark Oldham

EAST ST. LOUIS, IL, JULY 28
Paul Volpe scored his second straight 100-kilometer road race victory in the third round of the MCRA 100K Series. Grabbing the lead in the first turn on the opening lap, Suzuki GSXR1100-mounted Volpe led the race wire-to-wire. Matt Wionnacker was second on the start but could not match Volpe's early pace of low 1-minute, 39-second and high 1:38 lap times. After 10 laps, Volpe had a seven-second lead over Winnacker, who was aboard a Kawasaki 750.

Behind the front running duo, Kerry Sherman held third until lap 12 when Matt Macheca and his Bimota 600 took over the show position.

On laps 19 and 20, Volpe's lap times slowed to 1:42s as he encountered heavy traffic. That allowed Winnacker to close to within three seconds of the leader and with six laps to go it appeared as if Winnacker had a chance of catching Volpe. But the race was red-flagged on lap 22, due to multiple crashes in turn eight. The results went into the book with Volpe making it two in a row and Winnacker having to settle for second for the second straight race of the series. Macheca was third, Sherman fourth and Danny Lowry fifth.

Andrew Perkins, riding a Yamaha TZ250, worked his way up from a 15th row start to finish sixth overall and first in the Medium-weight Superbike class. Seventh overall and first in Mediumweight Production went to Mark Middlekauff. Terry McCann was eighth overall and runner-up in Mediumweight Production.

David Stevens continued his domination of the Lightweight 100K Series, scoring his third straight win in as many rounds. After running all alone in second place for much of the race, Scott Holscher had to hold off a charging Matt Meinert in the late stages of the race to earn the runner-up honors. The checkered flag saw Stevens take the win almost a full minute ahead of Holscher, who finished second, just a bike length in front of Meinert.

Tim Gust, riding a Honda 600, won the Riders School Race, ahead of Paul Garren and Jeff Kramer.

Results

H/W S/BK: 1. Paul Volpe (Suz); 2. Matt Winnacker (Kaw); 3. Matt Macheca (Bim).
H/W PROD: 1. Kerry Sherman; 2. Ray Sandoz; 3. Chris Pauli.
M/W S/BK: 1. Andy Perkins (Yam); 2. Darren Lutz; 3. Richard Updike.
M/W PROD: 1. Mark Middlekaff (Yam); 2. Terry McCann (Hon); 3. Steve Doolin.
L/W: 1. David Stevens (Yam); 2. Scott Holscher; 3. Matt Meinert.

Rand earns double wins at Kenworthy Motocross

By Susan Willian

TROY, OH, JULY 27
More than 500 amateur riders competed in the Kenworthy MX Pro/Amateur racing event with riders from 16 states and Canada jockeying for position. Kawasaki Team Green/Scott/Fox/Dunlop-backed Greg Rand perfected all four motos in the Schoolboy and 125cc B division one to win the overall in both classes.

In the first moto of the Schoolboy class, Deven Bond was first out of the gate, but Rand quickly got his machine under control to take the lead. Rand immediately opened up a sizeable lead over the other contenders. A battle for second developed between Bond, J.D. Collins, and Tom Pugh. Collins finally

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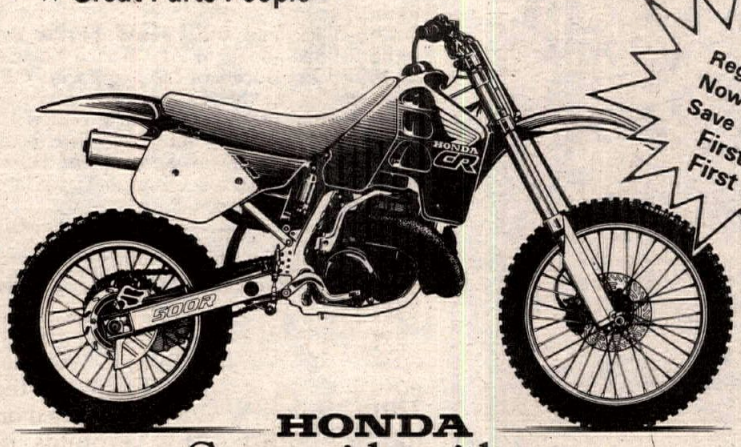

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LOCAL EVENTS

Larry Kessell (97K) dices with Open Pro class winner Tommy Duncan at the ORV Short Track. Kessell ended up fourth at the checkered flag.

made a pass on Bond to land second at the checkered. In moto two Rand again dominated with Collins a repeat in second.

The battle in the first moto of the 125cc B division one was between Rand and Josh Steel. Rand was the early leader with Steel in second. Steel's front end washed out, causing him to drop to third and moving Kentucky's John Brunck into second. Steel, however, regrouped and moved back into second. Brunck eventually went down and dropped out of top competition for the moto. Rand rode flawlessly, as Steel tried in vain to capture the lead. Rand took the win, with Steel second.

The second moto was nearly a repeat, as Rand claimed first and Steel chalked up another second.

The overall in the Lightweight A went to Hayden Richards who sported his Kawasaki to dual moto wins.

In moto one, Jack Lambert was first off the start, but Richards didn't waste any time, as he charged by Lambert to take command of the pack in the seven lap event. Lambert went down in the "dirty dozen" — a set of 12 whoops — to take the edge off Richards. But Travis Kobush began a charge for Richards. Richards held on to take the win over Kobush and Strunk.

The second moto was cut to six laps, but it didn't cause any problems for Richards who took the lead from the drop of the gate to cross the finish line in first. Strunk gave it his all to catch Richards early in the moto but went down and remounted in sixth. Strunk got back underway again to put on a determined charge to regain his second place position. Strunk was on the gas, as he passed through the pack to move into third behind Shane Templeton.

Results

250 A: 1. Chuck Reed (Kaw); 2. Hayden Richards (Kaw); 3. Kevin Shemwell (Yam); 4. Manul Arnold (Kaw); 5. Phillip Gauthier (Suz).
80 JR: 1. Jason Frecker (Yam); 2. Scott McMillin (Kaw); 3. Chris Berry (Kaw); 4. Jeromy Berwanger (Kaw); 5. Shane Stuart (Hon).
80 SR: 1. J.D. Collins (Kaw); 2. Brock Sellards (Hon); 3. Ryan Pauley (Hon); 4. Matt Maximoff (Suz); 5. Ray Denig (Kaw).
125 A: 1. Hayden Richards (Kaw); 2. Brad Strunk (Suz); 3. Manul Arnold (Kaw); 4. Shane Templeton (Suz); 5. Chad Hartman (Kaw).
OPEN B: 1. Trent Cone (KTM); 2. Dave Osborne (Kaw); 3. Michael Grant (KTM); 4. Rodney Carrier (Suz); 5. John Vanhorn (Hon).
SCHBY: 1. Greg Rand (Kaw); 2. J.D. Collins (Hon); 3. J.T. Munk (Yam); 4. Deven Bond (Suz); 5. Tom Pugh (Suz).
125 CD-1: 1. Rick McGuire (Suz); 2. Matthew Glasgow (Suz); 3. Phil Swisher (Kaw); 4. Brian Nilox (Hon); 5. Jeff Oberkfell (Kaw).
125 C D-2: 1. Ted Loose (Hon); 2. Devin Banks (Suz); 3. David Bodo (Hon); 4. Brian Demoss (Kaw); 5. Michael Nichols (Hon).
250 C D-1: 1. Ty Meyers (Kaw); 2. Charles Klein (Kaw); 3. Dean Venoy (Kaw); 4. Ron Byarly (Suz); 5. Rob Hill (Kaw).
250 C D-2: 1. Brian Grant (Suz); 2. Deuce Kirk (Kaw); 3. Michael Fridley (Yam); 4. Andy Hatcher (Hon); 5. Boyde Wolfe (Yam).
250 B D-1: 1. Josh Steel (Kaw); 2. Matt Kelley (Suz); 3. Mark Guy (Yam); 4. Timothy Hancock (Hon); 5. Santino Parisi (Kaw).
250 B D-2: 1. Jason Sides (Hon); 2. Mike Katin (Suz); 3. Jack Steele (Hon); 4. David Burnett (Hon); 5. Don Robinson (Hon).
125 B D-1: 1. Greg Rand (Kaw); 2. Josh Steel (Kaw); 3. Roland Diamon (Kaw); 4. Robbie Sturgell (Kaw); 5. Mike Hogan (Hon).
125 B D-2: 1. Jeff May (Hon); 2. Mark Kiser (Suz); 3. Vincent Defelice (Hon); 4. Jeff Wooledece (Hon); 5. Michael Grant (Yam).
+30 D-1: 1. Scott Watkins (Suz); 2. Fred Vertucci (Hon); 3. David Blauman (Hon); 4. Mark Guy (Yam); 5. Randy Rinker (Hon).
+30 D-2: 1. Phillip Alderton (Hon); 2. Tim Smith (KTM); 3. Gary Peak (Yam); 4. Richard Robinson (Hon); 5. Todd Ervin (Hon).

Richards roosts at Reads Racing Motocross

By Larry Witmer

NORTH WEBSTER, IN, AUG. 3
Steve Richards was the 125cc B class winner at the Charlie Walters Jr. Memorial MX at Reads Racing as he beat all the A class riders on the way to his victory.

Duane Griffis grabbed the holeshot at the start of the A and B combined first moto, but Richards was quickly into the lead where he stayed to the checkered flag. Darrin Hill moved up to finish second and grab the A class win.

In the second moto, Richards and Hill raced closely for the lead with Richards prevailing at the finish.

The 125cc C class was the largest of the day and provided wild and exciting racing. Dave Huey got the holeshot in moto one ahead of Kevin McGuire. Huey held the lead until Jeff Ulshafer, who started in the middle of the pack, charged up to snatch first on the last lap and hold the position to the checkered flag.

Kevin Hantz led the start of moto two with Ulshafer on his tail. On the third lap, Ulshafer tried to pass Hantz in the stadium rockers, but both riders tangled in the next corner. They both stayed upright and Ulshafer emerged with a lead which he stretched to the checkered flag.

Results

AUTO: 1. Kris Hershberger; 2. Ritchey Moore; 3. Nick Vargo; 4. Mikey Klinger; 5. Jerry Foster.
60: 1. Ben Graves; 2. Norman Phelps; 3. Adam Higgins; 4. Mikey Klinger; 5. Ritchey Moore.
80 A: 1. Heath Cripe; 2. Jussen Swenson; 3. Jeff Swenson; 4. Greg Foster; 5. Jason Bear.
80 B: 1. Jeremy Greene; 2. Tim Garber; 3. Mike Ficket; 4. Ben Graves; 5. Zach McRoll.
YTH: 1. Derek Gayheart; 2. Steve Kaylor; 3. Ronnie Brown; 4. Darren Miner; 5. Sarah Hession.
125 A: 1. Darrin Hill; 2. Brian Cook.
125 B: 1. Steve Richards; 2. Duane Griffis; 3. Rod Vigar; 4. Bryan Ripple; 5. Dan Ristow.
125 C: 1. Jeff Ulshafer; 2. David Huey; 3. Brian Jordan; 4. Kevin McGuire; 5. Kevin Hantz.
250 B: 1. Frank Marshall; 2. Mark Strunk; 3. Rick Gorney; 4. Dennis Stanley; 5. Steve Smith.
250 C: 1. Darin Huey; 2. Chris Wolfe; 3. Gary Strunk; 4. Rob Rohweder; 5. Ted Delaney.
16-24: 1. Steve Richard; 2. Ben Anderson; 3. Chris Sewenson.
25+: 1. Frank Marshall; 2. Rodney Stout; 3. Steve Road; 4. Pat Flynn.
30+: 1. Larry Witmer; 2. Carl Vargo; 3. Robert Underhill; 4. Curtis Stapert; 5. Carl Higgin.
40+: 1. Roger Lewd; 2. Randy Gordon; 3. Robert Keene; 4. William DeGraffreed.
H/W A: 1. Larry Witmer; 2. Carl Horvath; 3. Darrin Hill.
OPEN B/C: 1. George Nyers.

Liebmann scores in Mid-Ohio Vintage road race

By Wm. A. Murar

LEXINGTON, OH, AUG. 4
The American Historic Racing Motorcycle Association (AHRMA) vintage road races at Mid-Ohio had the cream of the crop 750cc GP, Premier 500 and Class C bikes competing for the coveted Showcase Crown award.

The 750cc GP class saw Kurt Liebmann and his Honda 750 lead from wire to wire in the eight-lap race. Liebmann averaged 78.72 mph with an average lap time of one-minute, 49.756-seconds. Liebmann completed the eight laps in 14-minutes, 38.047-seconds. Second place went to Al Charles on his Triumph; Charles also held his position from start to finish. Pat Conroy finished third on his Harley-Davidson after a battle with Scott Simon's Triumph. Simon finished fourth with Norbert Nicke and Randy Hoffman rounding out the field in fifth and sixth, respectively.

In the Premier 500cc class, Dave Roper was back in action after getting his broken leg out of its cast. Roper led the entire race, finishing second overall behind Liebmann. Roper was aboard his 350cc AJS, and he was able to hold off Larry Poons' Seely-framed 500cc Matchless. Poons had worked his way up to second after initially trailing Stuart Hall and Roger Sperling, both 500cc BSA-mounted. Sperling dropped out of the race on lap six with Hall finishing third.

Class C action saw a see-saw battle between Beno Rodi on his Royal Enfield 500 and Steve Coe's 750cc Harley-Davidson. Beno led laps one through three, but was passed by Coe on the fourth lap. Beno recovered to take over the lead spot again, and this time he held it to the flag.

The black and blue award of the day certainly had to go to Al Charles. Charles highsided his Ducati in the Pro Twins GP2 event earlier in the day and was taken by ambulance to the track's medical center. He returned, bruised back and all, to race in the Harley-Davidson Twin Sport event before finishing second on his Triumph Triple later in the day in the 750cc GP class.

Results

750 GP: 1. Kurt Liebmann (Hon); 2. Al Charles (Tri); 3. Scott Simon (Tri); 4. Norbert Nicke (Yam); 5. Randy Hoffman.
PREM 500: 1. Dave Roper (AJS); 2. Larry Poons (Mat); 3. Stuart Hall (BSA); 4. Roger Sperling (BSA).
CLASS C: 1. Beno Rodi (R-E); 2. Steve Coe (H-D).

Duncan, Church score wins at ORV Short Track

By Derryl Anderson

OLYMPIA, WA, JULY 21
A perfect 80 degree day and a super smooth and wide blue groove track greeted a large turnout of racers as Tommy Duncan won the Pro class main event and Seth Church the Speedway bike main at the ORV Short Track.

In the Pro class heat race, Lance Sponberg led a small turnout of riders off the line, followed closely by Ryan Anderson, Tommy Duncan and Larry Kessell. On lap one Duncan went under Anderson and went after Sponberg. Finally on lap five Duncan made a pass on Sponberg as did Anderson. At the checkered flag it was Duncan, followed closely by Anderson, then Sponberg and Kessell.

In the Pro main everyone got into turn one in one big group, but it was Duncan coming out with the lead over Anderson, Sponberg and Kessell. Anderson pushed Duncan lap after lap but was never a serious threat as Duncan never bobbled and took the checkered first.

In the first speedway Scratch heat, Seth Church, clearly the more experienced speedway rider, took immediate command and led all the way ahead of Robert Johnsen and Jeff LaLone.

In the second Scratch heat Mike Budschat took the initial lead over Jan Jensen and David Darst. On lap two, Jensen slid under Budschat to take over the lead. A lap later Darst slid by Budschat totally sideways and the finishing order was set.

In the Speedway main event, Church grabbed the holeshot and never looked back as his totally sideways style continued to thrill the crowd. Behind Church came Budschat, Darst, LaLone and the others. By lap three Darst picked off the less experienced Budschat, as did LaLone a lap later. Church pulled a massive wheelie at the checkered flag, to celebrate his win over Darst, LaLone, Budschat, Johnsen and Jensen.

Results

50: 1. Kyle Bunger (Yam); 2. Eric Ducatt (Yam); 3. Ian Bowcutt (Yam).
80: 1. Joe Lenz (Kaw); 2. Kristina Paul (Kaw); 3. Tyler Powell (Kaw).
125: 1. Joe Wade (Hon); 2. Joe Lenz (Hon).
250: 1. Tim Williams (Hon); 2. Davin Towne (Hon); 3. Clay Bowcutt (Hon).
OPEN: 1. John Whitmore (Hon); 2. Tim Williams (Hon); 3. Dave Beers (Yam).
OPEN PRO: 1. Tommy Duncan (Hon); 2. Ryan Anderson (W-R); 3. Lance Sponberg (Rtx); 4. Larry Kessell (Hon).
SPDWY: 1. Seth Church (Wes); 2. David Darst (Wes); 3. Jeff LaLone (Wes); 4. Mike Budschat (Wes); 5. Robert Johnsen (Jaw).

Schwartz too tough at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, JULY 27
Bobby Schwartz fought off the determined bids of "Rocket" Ronnie Correy to win one of the best Scratch mains of 1991 at Mike Sullivan's Speedway USA.

Coming from gate two on the start, Schwartz rushed into the lead over veteran Alan Christian and Correy. Correy, who rides for Wolverhampton in the British League, rode around Christian in turn two and took over the second position. On the second lap, he stayed wide on the back straight and pulled even with Schwartz. As they entered turn three, Correy inched ahead of Schwartz, but the wily veteran forced him off the groove and reclaimed the lead.

While Schwartz and Correy were fighting for the lead, Christian fell as he came off turn four on lap two. That moved teenager Chris Manchester to third, but he was not about to catch the lead duo.

Correy, using the dirt again on lap three, almost pulled even with Schwartz on the back chute. He tried the outside again on the final lap only to have Schwartz block his path on the Red Devil & Freedom Fireworks/CTi Brace/STP/Jack Jarboe/Cirello Racing Weslake. That move did not faze the determined Correy. As they went into turn three, he ducked low and caught the leader by surprise. Off turn four, Correy got a big drive on the low line. As they crossed under the checkered, he nearly had the win. However, Schwartz had him covered and won by no more than five inches.

The eight lap Handicap main was over almost before it started. Jason Chism grabbed the lead on the start and never looked back. Jim Estes and Don "Too Tall" Odom found themselves in second and third, but they could never find a path past Chism.

At the halfway point, Chism and Estes pulled away from the pack. Chism then built a five length lead over Estes until the last lap when Estes closed in. The Oklahoma native drove hard, but he did not have enough to pull even with Chism and the Wendy's/Dad/Ken Maely Jawa. For Chism, it was the first Division One victory of his career. Third went to Odom followed by Manchester and Christian.

Steve Green won the Second Division main over Rick Webb. Greg Miller took top honors in the crash filled Third Division main.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Ronnie Correy (Wes); 3. Chris Manchester (Jaw); 4. Alan Christian (Gdn).
HDCP: 1. Jason Chism (Jaw); 2. Jim Estes (Wes); 3. Don Odom (Wes); 4. Chris Manchester (Jaw).
D-2: 1. Steve Green (Wes); 2. Rick Webb (Wes).
D-3: 1. Greg Miller (Wes).

Knight nabs Carlsbad Motocross victory

By Dave Burgess

CARLSBAD, CA, AUG. 3
Jonathan Knight proved consistency was the best plan as he nabbed the overall victory in the 125cc Junior class without winning a moto at the Racing Enterprises-promoted Saturday MX at Carlsbad Raceway.

At the start of the first moto, local holeshot artist Milano Schaeffer took his customary position at the front just ahead of Knight and Roger Sands. Sands quickly muscled around Schaeffer, as did Knight a short time later. Schaeffer's troubles continued as a hard-charging Oscar Ancheta stormed by for third.

Ancheta was clearly moving the fastest and disposed of Knight and then Sands for the lead. Sands stayed close as a battle for the lead began to develop, while Knight was a distant third. Ancheta and Sands battled for the rest of the moto with Sands attempting a last-lap pass which sent him to the ground. Ancheta took the checkered flag first ahead of Curtis Croft, who had nipped Knight for second.

Croft spoiled his chances at an overall victory when he jumped the starting gate in moto two and was flagged to the rear. Sands took command of the lead which he held to the finish. Knight held on to finish second which was good enough for the overall win, while Schaeffer hung on to finish third.

Results

80 BEG: 1. Manny Arias (Kaw); 2. Rick Richards (Kaw); 3. Bill Lyons (Kaw); 4. Chris Schlaefli (Kaw); 5. Joseph Gaicao (Hon).
80 JR: 1. Joshua Amaradio (Hon).
80 INT: 1. Travis Preston.
125 BEG: 1. Lance Levitt (Hon); 2. John Nelson (Hon); 3. Ryan Sampson (Hon); 4. Deron Stidman (Yam); 5. Mike Shofwell (Hon).
125 JR: 1. Jonathan Knight (Kaw); 2. Oscar Ancheta (Kaw); 3. Milano Schaeffer (Hon); 4. Roger Sands (Kaw); 5. Curtis Croft (Kaw).
125 INT: 1. Dennis Dablin (Kaw); 2. Larry Linkogle (Hon); 3. Shay Fretwell (Suz).
250 BEG: 1. Kelly Howard (Kaw); 2. James Henderson (Hon); 3. Cam Cameron (Yam); 4. Bruce Forinash (Yam); 5. Jeff Wititten (Hon).
250 JR: 1. Randy Rush (Hon); 2. Dustin Northrip (Kaw); 3. William Pawasarat (Yam); 4. Tom Mellor (Hon); 5. Mark Foley (Suz).
250 INT: 1. Dennis Dahlin (Kaw); 2. Jason McCormick (Hon); 3. Jeff Arganda (Yam); 4. John Flores (Kaw); 5. Duane Potts (Hon).
500 BEG: 1. Edwin Lowenberg (ATK); 2. John Tookeyu (Kaw); 3. Jeff Eacobellis (KTM); 4. Ed Paulsen (Hon); 5. David Konarska (Kaw).
500 JR: 1. Skip Cristy (Hon); 2. Bill Adsit (KTM).
500 INT: 1. Rob Wilshire (ATK); 2. Jon Neill (Hon); 3. Robert Failing (Hon); 4. Eric Christiansen (Hon); 5. Todd Freistat (Hon).
PRO: 1. Billy Frank (Hon); 2. Tony Amaraio (Yam); 3. Duane Benner (Yam); 4. Jake Trist (Kaw); 5. Luke Arridiacono (Hon).
25-29 BEG: 1. Tom Brinegar (Hon); 2. Jeff Morgan (Hon); 3. David Faua (Hon); 4. Marshall Dunham (Kaw); 5. Ed Paulsen (Hon).
25-29 JR: 1. Jim Henn (Yam); 2. Scott Hack (Yam); 3. Dave Burgess (Hon); 4. Steve Alt (Hon); 5. John Gough (Kaw).
25-29 INT: 1. Mercedes Gonzalez(Kaw).
VET BEG: 1. Gary Cox (Yam); 2. Cam Cameron (Yam); 3. Bob Sween (Kaw); 4. Bob Barnett (Kaw); 5. John O'Grady (Hon).
VET JR: 1. Lars Bergkuist (Yam); 2. Chris Perez (Kaw); 3. Chris Jackson (Kaw); 4. John Lefevre (Hus); 5. Greg Erikson (Kaw).
VET INT: 1. Marc Crosby (Yam); 2. Rick Richards (Kaw); 3. Jim Beaty (Hon); 4. Eddie Nowak (Yam); 5. Ron Lawson (Hus).
VET EX: 1. Robert Failing (Hon).
VET PRO: 1. Willie Amaradio (Yam); 2. Rob Wilshire (ATK).
BOMBER: 1. Robert Failing (Hon); 2. Joseph Gonzalez (Mai); 3. Rich Coon (Hon); 4. Rick Price (Mai); 5. Ron Lawson (Suz).
OT JR: 1. Robert Berdyck (Hon); 2. Mike Stell (KTM); 3. T.R. Sisson (Hon); 4. Bob Koller (Hon); 5. Bill Strahr (Hon).
OT INT: 1. Dan Featheringill (Kaw); 2. Clive Cheffins (Hon); 3. Bill Malone (Hon).
OT EX: 1. Ray Pisarski (Hon); 2. Jack McCormick (Hon); 3. Gene Phelps (Suz); 4. John Knight (Kaw); 5. Tim Daily (Hon).

Larkin flies at Sturgis Half Mile

By Susan Leuthold

STURGIS, SD, JULY 7
Kelly Larkin claimed the Open class main event win at the Sturgis Half Mile after a battle with Mark Larive.

Larkin grabbed the lead at the start of the main. Larive stayed on his rear wheel until corner three of the first lap when he passed on the outside to take the lead. Larive's lead was short-lived as Larkin motored past in corner four. This was the last serious challenge Larkin received from the rest of the pack as he pulled away for a decisive win, leaving the rest of the field to duel for second spot. Larive stayed in second place until lap six when Tom Troudt blew past on the outside to take over second. Dale Jenneman seized the same opportunity and ended up in third place behind Troudt at the finish.

In the Vintage main for riders over 50 years old, Thomas Robertson pulled away in the first and second corners with Norm Lehfeldt in pursuit. Lehfeldt got a good drive coming out of turn two, catapulting him past Robertson on the back chute. Lehfeldt kept the gas on for the win. Meanwhile, Duane Sandin was third in line and working his way up to challenge Robertson. Duane Sandin was third in line and working his way up to challenge Robertson. Sandin made his move on lap three when he drove hard into turn three to take over second. Lehfeldt captured the win over Sandin and Robertson.

Robert Jones was first off the line in the 500cc Pro-Am main with Kelly Larkin in second. On the back straight, Thomas Sherman and Randy Feldhaus snuck past Larkin to take over second and third, respectively. Sherman set his sights on Jones, dogging his rear wheel. On the fourth lap Sherman was able to push by on the high groove. Sherman increased his lead to take the win. Jones, riding, a 250cc machine in the 500cc class, successfully defended second place after repeated attempts to pass by Feldhaus.

Jon Jordan took the lead with Johnny Isaacs in tow in the 250cc Vintage main. On lap two in the front straight, Isaacs was able to power past to take over first. Isaacs pulled out to a substantial lead, leaving the other rider to duke it out. In the next three laps David Barkley worked into a position to challenge Jordan. Barkley lined up Jordan on the back straight with neither rider having the advantage, but coming into corner three Barkley kept the gas on longer to take over second place. Jordan held on to finish third.

Michael Blythe beat Brian Lehfeldt to the first corner at the start of the 500cc Vintage main. Lehfeldt held onto second place until lap three when his bike went into a violent tank slapper, throwing him over the handlebars. This allowed Randy Feldhaus to assume second place and Jeffrey Abels was third. Lehfeldt was unhurt, but out of the race. On lap six Abels slipped off the groove and John Fike snuck past on the inside. Blythe maintained his lead throughout the race with Feldhaus in second place and Fike in third at the finish.

Results

MINI: 1. Jesse Blakeman (Yam); 2. Corey Barry (Yam); 3. Dan Olson (Kaw).
250 DTX: 1. Robert Jones (Kaw); 2. Al Hermanson (Hon); 3. Pat Schieffer (Yam).
250 PRO-AM: 1. Robert Jones (AKW); 2. Pat Schieffer (Yam); 3. Dan Feldhaus (Yam).
500 PRO-AM: 1. Thomas Sherman (Rtx); 2. Robert Jones (Kaw); 3. Randy Feldhaus (Hon).
600 PRO-AM: 1. Brian Anderson (Rtx); 2. Dale Jenneman (H-D); 3. Thomas Troudt (Rtx).
OPEN: 1. Kelly Larkin (H-D); 2. Thomas Troudt (Rtx); 3. Dale Jenneman (H-D).
VINT 250: 1. Johnny Isaacs (Yam); 2. David Barkley (Yam); 3. Jon Jordan (Yam).
VINT 500: 1. Michael Blythe (Yam); 2. Randy Feldhaus (BSA): 3. John Fike (BSA).
VINT 750: 1. Johnny Isaacs (BSA); 2. John Bones (Tri); 3. Mickey Blythe (Tri).
VINT RIDERS OVER 50: 1. Norman Lehfeldt (BSA); 2. Duane Sandin (Tri); 3. Thomas Robertson (BSA).

McElroy masters Cycleland MX

By Michael Rich

CHICO, CA, AUG. 2
Scott McElroy rode his Works Connection Suzuki to the overall win in the combined Pro/Intermediate class at the fifth round of the Sinisalo Summer MX Series at Cycleland Speedway.

Lowell Moural Sr. jetted into the lead at the start, followed by McElroy and Sean Conley. Within a few turns, both riders had gotten around Moural. Meanwhile, Lowell Moural Jr. was making his way through the pack after a poor start. On the second lap, Moural Sr. went down, moving Tim Nobles to third. On the next lap, Moural Jr. caught and passed Nobles over the doubles, but Moural's charge soon came to an end with mechanical problems. Back up front, Conley had opened a substantial lead over McElroy. But on the sixth lap, Conley lost his front wheel and went down allowing McElroy to close. With just two laps remaining, McElroy blew past Conley in the rockers to steal the lead. Conley attempted to retaliate immediately but came up short on a double and crashed. McElroy went on for the win with Conley regrouping for second. Nobles finished third.

Moural Jr. looked like he had something to prove as he blasted away from the field at the start of the second moto. He was pursued by McElroy, Mike Crull and Nobles. As Moural pulled away, Nobles had his hands full trying to get past Crull. Nobles was finally able to put the block pass on Crull and set out after the leaders. Knowing that he did not have to beat Moural for the overall, McElroy cruised to the end of the race. On the last lap, Nobles was able to close on McElroy, but was never a serious threat. Moural took the moto win, while McElroy took second and the overall.

Results

P/W: 1. Eric Nye (Yam); 2. Amanda Lahr (Yam); 3. Dan Fowler (Yam).
60 NOV: 1. Chris McAvoy (Kaw); 2. Steve Shimizu (Kaw).
60 JR: 1. Evan Laughridge (Kaw); 2. Nikki Harris (Hon).
MINI NOV: 1. Sean Reath (Suz); 2. Nathan Peterson (Kaw); 3. Josh Fisher (Suz); 4. Sophia Herrera (Kaw).
MINI JR: 1. Dennis Springs (Kaw); 2. Justin Brown (Yam).
125 NOV: 1. Jim Sheets (Hon); 2. Justin Brown (Kaw); 3. Dusty Fowkes (Yam).
125 JR: 1. Michael Rich (Suz); 2. Steve Kesterson (Yam).
250 NOV: 1. Rick Benson (Hon); 2. Vic Hagen (Hon); 3. Bret Rosenberg (Suz).
250 JR: 1. Aaron Rogers (Hon); 2. Ty Spooner (Kaw).
OPEN NOV: 1. Mike Sage (Hon).
OT: 1. Robert Kosovika (Kaw).
INT: 1. Mike Crull (Yam); 2. Jason Ritchey (Hon); 3. Ed Kelly (Kaw).
PRO: 1. Scott McElroy (Suz); 2. Tim Nobles (Suz); 3. Tony McGrath (Hon).

Larson rails at Lake Perris Spdwy

By Scott Daloisio

LAKE PERRIS, CA, JULY 18
Josh Larsen found the fastest way around the track at Brian Church's Lake Perris Speedway and won the Scratch main event over Bobby Schwartz.

Coming off the pole position on the start, Larsen beat Schwartz, Steve Lucero and Scott Brant into the first turn. Schwartz immediately moved to the outside on the dry, dusty track in a bid to relieve the youngster of the lead but the 34-year-old star's move didn't work and Larsen pulled away when Schwartz went wide.

By lap three, Larsen had stalked his Russell Racing/Prime Ticket/Lisa/Event Technical Services Godden to a four-length lead, and he maintained that advantage all the way to the Paul Neighbors' checkered flag. Schwartz stayed in second all the way with Lucero and Brant rounding out the four-rider field.

Billy Gray started in the front of the eight-rider Handicap main, but he didn't stay there long. World Indoor Ice Racing Champion Charlie Venegas got an undetected roller on the start and was breathing down Gray's neck by the time they exited turn two. Before the opening circuit ended, Venegas pushed his Rock & Java Godden inside Gray and took over the lead.

Once Venegas moved into first, he began to pull away as Gray moved in the opposite direction. Gray drifted wide in turn two on the second circuit and before he could get back in the line, he had dropped to the back of the pack.

Doug Bowers and Brant took over the second and third spots on the second lap. One lap later, Brant's rear tire clipped the edge of a hole and his whole bike became airborne. Amazingly, by the time he came down he had flown past Bowers and was in the second spot.

Venegas had a good-sized lead, but Brant was slowly closing in on him. Unfortunately for Brant, he hit the same hole two more times, which cost him precious time in his pursuit of the leader. Brant tried to close the gap on the final lap, but when the checkered flag came down Venegas had him by a couple of lengths. Larsen placed third with Bowers fourth.

Results

SCRATCH: 1. Josh Larsen (Gdn); 2. Bobby Schwartz (Wes); 3. Steve Lucero (Gdn); 4. Scott Brant (Jaw).
HDCP: 1. Charlie Venegas (Gdn); 2. Scott Brant (Jaw); 3. Josh Larsen (Gdn); 4. Doug Bowers (Wes).
D-2: 1. Rick Webb (Wes); 2. Kevin Rubio (GM); 3. Josh Edwards (GM); 4. Crashwall Cardona (Wes).

Myers, Roth roost Riverfront MX

By Nuklear Neukam

MARYSVILLE, CA, JULY 27
Team Green Kawasaki riders Scott Myers and Brian Roth were the top riders at Marysville's Riverfront Park CMC Night Motocross. Myers claimed the 250cc and 500cc Pro class wins, and Roth split motos with Myers in the 125cc Pro class to score the overall win.

Myers flew his FMF/CPE-backed Kawasaki to the win in both 250cc Pro motos in comvincing style, topping Shaun Wooten in both outings. Wooten was able to challenge in the early going, but shock fade slowed his pace in the final laps. Wooten's pair of seconds netted him second overall.

Dave Coupe overcame a last place start in the first moto and advanced to third by the checkered flag. A better start in moto two still resulted in the same third place finish, however, but was good for third overall.

Myers won the first 125cc Pro moto by a comfortable margin, with Roth in for second, ahead of Pat Gomm and Scott McElroy. But in moto two, Myers tangled with another rider and Roth motored to the win. Myers had trouble settling back into his pace, and was only able to bring it up to second, still good for second overall.

A second moto third earned McElroy third overall, with Gomm fourth overall. Tony McGrath, combined a 6-5 score to round out the top five.

Results

125 PRO: 1. Brian Roth (Kaw); 2. Scott Myers (Hon); 3. Scott McElroy (Suz); 4. Pat Comm (Hon); 5. Tony McGrath (Hon).
250 PRO: 1. Scott Myers (Kaw); 2. Shawn Wooten (Hus); 3. Dave Coupe (Hon); 4. Brian Roth (Kaw); 5. Randy Chapman (Suz).
250 INT: 1. Tuler Hummel (Suz); 2. Dustin Bloomfield (Hon); 3. Scott Cowley (Kaw); 4. Phillip Debler (Hon); 5. Kevin Green (Kaw).
VET PRO: 1. Dave Coupe (Hon); 2. Alex Jorgensen (Suz); 3. John Volk (Suz).
VET MSTR: 1. Kevin Henry (KTM); 2. Steve Ferroni (Kaw).
VET INT: 1. Tony Milner (Yam); 2. Perry Sherman (KTM).
VET JR: 1. Eric Harvey (Hon); 2. Steve Gary (Hon); 3. William Arteu III (Hon); 4. Brian Odell (Kaw); 5. Doug Percey (Kaw).
OT INT: 1. Tom Stephens (Kaw); 2. Steve Doll (Hus).
OT JR: 1. Russ Paden (Suz); 2. Don Flanner (Kaw); 3. Robert Kosovilka (Kaw); 4. Richard Stone (Kaw).
60: 1. Justin Scullen (Kaw); 2. Sean Becker (Kaw); 3. Tim Gossalauser (Kaw); 4. Randy Harman (Kaw); 5. Shawn Wilson (Kaw).
80 EX: 1. John Leddy (Suz).
80 INT: 1. Jeff Baldwin (Kaw); 2. Kenny Davis (Suz).
80 JR: 1. Brant Steiner (Hon); 2. Ben Shank (Suz).
80 BEG: 1. Joel Gagnon (Hon); 2. Ryan Armstrong (Yam); 3. Glen Williams (Yam); 4. Travis Veteran (Yam); 5. Tim Grossalauser (Hon).
125 BEG: Bob Beauchamp (Suz); 2. Bruce Desimas (Hon); 3. Rickey McCann (Yam); 4. Carey Wilder (Hon); 5. Greg Ohlsen (Kaw).
125 JR: 1. Aaron Cantrella (Hon); 2. Brett Whitmore (Kaw); 3. Brian Rocks (Yam); 4. Jason Garcia (Hon); 5. Ian Radich (Suz).
125 INT: 1. Michael Brandes (Kaw); 2. Kurt Kuhn (Kaw); 3. Troy Cardiel (Suz); 4. Mark Klauser (Kaw).
250 JR: 1. Derek Wadkins (Hon); 2. Monty Ware (Yam); 3. Kerwyn Cole (Kaw); 5. Mark Klauser (Kaw).
250 BEG: 1. Jim Sinnott (Yam); 2. Mark Terron (Hon); 3. Andy Adams (Hon); 4. Jesse Guymon (Kaw); 5. Dave Todd (Yam).
500 PRO: 1. Scott Myers (Kaw); 2. Ron Allen (Hon).
500 JR: 1. Derek Wadkins (Hon); 2. Kervynn Cole (Hon); 3. Tom Stephens (Kaw).
500 BEG: 1. Peter Hamnel (Hon); 2. Doug Montague (Hon); 3. Allen Hagner (Hon); 4. William Gibb (Hon); 5. Marc Smith (Hon).

Jimmy Chamberlain (53) sails past Kevin Smith on his way to the 250cc Novice class win at L.A. County Raceway. Smith was the runner-up in the 500cc Beginner class.

Hatch hammers LACR Motocross

By Tony Alessi

PALMDALE, CA, JULY 28
Eddie Hatch hammered his way to first overall in the Vet Novice class at Los Angeles County Raceway.

Tony Mason led the charge in the first moto followed by Jack Brady and Hatch. Hatch was quick to dispose of Brady and was into second by the fifth turn. Mason rolled through a choppy section of rockers, but Hatch launched himself off the first one and cleared the entire set, passing Maston for the lead in the process. The two riders exchanged the lead several times over the remaining laps but it was Hatch with the energy advantage as Mason faded late in the moto. Hatch scored the moto victory followed by Mason and third-place finisher Alex Spinelli.

Maston again took the holeshot in the second moto, but this time Hatch was directly behind and pouring on the pressure. Before the end of the first lap, Mason swapped at the face of a double jump area, allowing Hatch to squirt by for the lead. Hatch endured the high desert temperatures and stormed away for the win. Mason seemed sapped of energy and only rode fast enough to maintain second over Spinelli.

Billy Paul won the first 250cc Novice moto after Joe Haman took himself and second-place rider Jimmy Chamberlain out early in the race. Haman couldn't get back in the groove while Chamberlain remounted to charge back to second, inches behind Paul at the finish.

Chamberlain got the holeshot in the second moto and stormed away to victory. Haman and Paul battled for second early in the race with Paul eventually working past Haman. Chamberlain scored the moto and overall victory in front of Paul and third place rider Mike Maute. Haman fell further back to finish fifth.

Results

P/W A: 1. Todd Gosselaar (Yam); 2. Scott Howe (Yam); 3. Wes Brooks (Yam).
P/W B 1: 1. Jerry Martinez (Yam); 2. Tim Buntin (Yam); 3. Jonathon Magee (Yam); 4. Cody Elrod (Yam).
P/W B 2: 1. Styvo Cisan (Yam); 2. Caleb Gosselaar (Yam); 3. Trevor Ryan (Yam); 4. Erika Owen (Yam); 5. Jack Haden (Yam).
P/W MOD: 1. Sandy Theys (Yam); 2. Joseph Neitzel (Yam).
60 0-8: 1. Caile Buntin (Kaw).
60 9-11: 1. Christopher Gosselaar (Kaw).
80 BEG: 1. Jonathon Schultz (Suz); 2. Todd Bartelett (Kaw); 3. Joel Hughes (Hon); 4. Mike Rellaford (Suz); 5. Chad Rager (Suz).
80 NOV: 1. Danny Woodard (Kaw); 2. Pat Foster (Suz); 3. Rick Elrod (Kaw); 4. Kenny Reed (Kaw); 5. Chris Neitzel (Kaw).
80 INT: 1. Jay Theys (Suz); 2. Scott Johnson (Suz).
125 BEG: 1. Scott Reed Jr. (Kaw); 2. Paul Gilmartin (Kaw); 3. Tony Arena (Kaw); 4. Chip Rotan (Kaw); 5. Jason Jones (Kaw).
125 NOV: 1. Garey Carlson (Kaw); 2. Kevin O'Brien (Hon); 3. Mark Vandewalle (Hon); 4. David Walters (Suz); 5. Joe Fernandez (Suz).
125 INT: 1. Tracy Asher (Suz).
250 BEG: 1. Chuck Kober (Kaw); 2. Mike Odom (Kaw); 3. Ray Harp (Suz).
250 NOV: 1. Kack Kell (Hon); 2. Billy Paul (Suz); 3. Mike Maute (KTM); 4. Joe Haman (Hon); 5. Joe Fernandez (Suz).
250 INT: 1. Tracy Asher (Suz); 2. Owen Dickson (Kaw).
250 PRO: 1. Tony Sulek (KX); 2. Tim Telford (KX).
500 BEG: 1. Mike Chesbro (Hon); 2. Kevin Smith (Yam); 3. Jon Hall (Hon).
500 NOV: 1. Jason Trubey (Kaw); 2. Ron Wade (Kaw).
500 INT: 1. Frank Betcher (Hon).
JR VET BEG: 1. Mike Blair (Hon); 2. Pastor Casanova (Kaw).
JR VET NOV: 1. Pete Csulak (Suz); 2. Rick Davis (Hon); 3. Tim McAdams (Kaw).
JR VET INT: 1. Franklin Betcher (Hon); 2. Jack Kell (Hon).
VET BEG: 1. Mike Roth (Kaw); 2. Mike Jervey (Yam); 3. Lloyd Boland (Kaw).
VET NOV: 1. Eddie Hatch (Yam); 2. Tony Mason (Yam); 3. Alex Spinelli (Yam); 4. Ted Wadlington (Kaw); 5. Jack Brady (Hon).
VET INT: 1. Jere Mason (Yam); 2. Charlie Strong (Hon); 3. Curt James (Yam); 4. Jack Kell (Yam).
VET EX: 1. Greg Keim (Yam); 2. Tom Webb (KTM); 3. Mike Webb (Suz); 4. C.R. Brunson (Yam); 5. Randy Tittlemier (Suz).

Manchester manages Glen Helen Speedway victory

By M. Sober

SAN BERNARDINO, CA, JULY 31
Chris Manchester maneuvered his Jawa around Glen Helen's eighth-mile oval in immaculate fashion to win the eight-lap Handicap main.

Manchester took matters into his own hands early in the race. Starting on the inside spot on the 30-yard line, he had Brent Werner, Don Ocom and Doug Bowers at his right. Ahead of Manchester on the 10-yard line was Jim Estes and Jerry Black, both infrequent visitors to the Handicap main event. As the tapes went up, Manchester was on the move and quickly reeled in the less experienced riders. As the pack of riders bunched up in turn one, Estes found the pressure excessive and gave ground to Odom. As Estes was dancing on the outside with Odom and the deep dirt, Manchester was

LOCAL EVENTS

Expert class winner Jay Terry negotiates a section at the Drift Creek Dabber Trials.

taking advantage of the space on the pole to drive ahead towards leader Black. Following Manchester through the pack and into third place was Werner.

After two laps, Manchester pushed his way around Black and into the lead. Werner also found the outside dirt to his liking and also moved past Black and continued his chase towards Manchester. As Manchester and Werner were establishing themselves out in front of the pack, Gary Hicks, who started from the 40-yard line, drove his way around Venegas, Odom, Bowers and Estes until he occupied third place. That is as far as he could advance, however, because Manchester and Werner were too far out front and finished in that order.

The Scratch main saw Bobby Schwartz out of gate two and hold off the challenges of Phil Collins, who had won both his heats by riding the deep dirt on the outside. Schwartz, who was very aware of Collins' presence and ability on the outside, drifted wide coming out of the turns to effectively cut off Collins' chances of driving around him. Schwartz kept Collins at bay and finished in front. Collins settled for second with Alan Christian third and Manchester fourth.

Results

SCRATCH: 1. Bobby Schwartz (GM); 2. Phil Collins (Wes); 3. Alan Christian (Jaw); 4. Chris Manchester (Jaw).
HDCP: 1. Chris Manchester (Jaw); 2. Brent Werner (Jaw); 3. Gary Hicks (Wes); 4. Jim Estes (Wes); 5. Charlie Venegas (Wes).
D-2: 1. Jeff Castin (Jaw); 2. Rick Webb (Wes); 3. Steve Green (Gdn); 4. Pat Litt (Wes); 5. Mark Milazo (Jaw).
SDCAR: 1. Dean Steele/Dwayne King; 2. Craig Dempster/Peter Lewis; 3. Parke Weaver/Ernst Kueng; 4. Ross Miller/Dale Leeder.

Terry cleans Drift Creek Trials

By Russ Cazier

COAST RANGE, OR, AUG. 4
Jay Terry squeaked out a one-point win at Columbia Observed Trials Association's 13th Annual Drift Creek Dabber, held just past the Coast Range summit 35 miles west of Portland.

Terry had lots of competition in the Expert class as he finished the nine-section, three-loop course with 33 points and 11 cleans. Second place Kary Krahel, who also served as trials marshal, carded a 34/11 score and third-place Scott Stewart was not far behind with a 35/9 score.

The Intermediate class saw another tight finish. John Foeckler and Dave King both scored 21 points, but Foeckler's 14 cleans over King's 11 got him the win. Third place Dave Spenst was close with a 23/11 score.

Jerry Ebert, Senior and Junior, had a good outing. Jerry Sr., a reformed motocrosser of some repute, managed a second in the Novice class and his son won the first-timer Beginner class on a Yamaha 60 Enduro, though barely, as both he and second place Tim Fellows had identical scores of 11 points with seven cleans. Scorers had to go to "ones" to determine the winner.

Old hands at the event, some of whom have ridden in all 13 trials since 1979, remarked at how different the area looked. The Dabber is usually held in April or May, but a landslide closed the road two days before the event's original date and a rescheduling was necessary. Fuller vegetation and dried up stream beds made for a new look in the area and opened up new ground for placing sections.

One concern was the fact that the Forest Service often closes the area to off-road vehicles about this time of year due to fire hazard, but Forest Service officials told Trials Marshal Kary Krahel that they weren't worried about "the trials people, who always leave the area cleaner than they find it."

Results

EX: 1. Jay Terry (Yam); 2. Kary Krahel (Bet); 3. Scott Stewart (Yam).
ADV: 1. Rod Jackson (Bet); 2. Jim Sawtell (Bet); 3.Paul Endres (Bet).
INT: 1. John Foeckler (Bet); 2. Dave King (Yam); 3. Dave Spenst (Yam).
NOV: 1. Jeff Atkison (Yam); 2. Jerry Ebert Sr. (Yam); 3. Warren Burton (Bet).
BEG: 1. Jerry Ebert Jr. (Yam); 2. Tim Fellows (Fan); 3. Charla Leftridge (Bet).

Speedway USA thriller to Larsen

By Scott Daloisio

VICTORVILLE, CA, JULY 20
Josh Larsen defeated Russ Wageman by a spoke in a thrilling photo finish to win the eight-lap Handicap main event at Mike Sullivan's Speedway USA.

Starting alone on the short yardage, Wageman built a commanding lead early in the race. Archie Perez and Tony Bienert were his early pursuers, but they both had problems and ended up finishing near the tail end of the pack.

Perez ran second until he brushed the back chute wall on lap two. There was a heavy blue groove on the track and no outside line, so when Perez slipped off the groove he dropped from second to seventh. Bienert inherited second when Perez had his problems, but he met a similar fate on lap three. Bienert also slipped off the groove and by the time he recovered he was sixth.

Wageman had the race in the bag as he still held a three-length lead over Larsen at the white flag. However, as he exited turn two for the final time, Wageman went wide. Larsen, on the Russell Racing/Prime Ticket/Event Technical Services/Wizard Tool/Sunshine Carpets Godden, quickly went after Wageman. The race-long leader held onto first until they left turn four and headed for the checkered flag. Larsen got inside and they crossed the line inches apart with Wageman doing a wheelie. The scorers and referee ruled that Larsen took the win by less than an inch. Wageman disagreed with the decision but was given second followed by Steve Lucero and National Champion Mike Faria.

From the pole, Gary Hicks took the lead when the four-lap Scratch main got underway. Steve Lucero, Mike Faria and Scott Brant gave chase. Faria and Lucero finished the opening lap side by side with Lucero taking over second early on lap two. Lucero, a two-time California State Champion, tried to take the leader on the second circuit, but Hicks held him off.

Hicks built his lead to two lengths on the third lap while Faria dropped to last when Brant slipped through on the inside. On the final lap, Hicks pushed his Dashugger/Quaker State/Milne Bros. Weslake to a nearly four-lengths which he carried to the checkered flag. Lucero stayed in second with Russell Racing's Brant and Faria third and fourth.

Second year racer Randy Fannin turned in a fine ride to win the Second Division main. Chris Harrington was second with Carlos Cardona third. Steve Green took top honors in Third Division by defeating Mark Hesse and Greg Miller. In the Juniors, Chris Werner took the Division One main with 11-year-old Amber Kossuth winning in Division Two.

Results

SCRATCH: 1. Gary Hicks (Wes); 2. Steve Lucero (Gdn); 3. Scott Brant (Jaw); 4. Mike Faria (Wes).
HDCP: 1. Josh Larsen (Gdn); 2. Russ Wageman (GM); 3. Steve Lucero (Gdn); 4. Mike Faria (Wes).
D-2: 1. Randy Fannin (Wes); 2. Chris Harrington (Wes); 3. Crashwall Cardona (Wes); 4. Tom Norris (Wes).
D-3: 1. Steve Green (Wes); 2. Mark Hesse (Wes); 3. Greg Miller (Wes); 4. Bill Green (Gdn).
JR D-1: 1. Chris Werner; 2. Heath Hammonds; 3. Stephen Downing; 4. Aaron Matteson.
JR D-2: 1. Amber Kossuth; 2. Angela Hale.

Easley dominates at West Florida Motocross

By Diane Silcox Sims

MILTON, FL, AUG. 3
It was a victorious evening for Honda-mounted Joffrey Easley as he dominated the Senior Mini and 125cc Trophy classes at West Florida MX Park.

During the heat race for the Senior Mini class, Easley shot off the gate with the lead followed by Adam Cain in second and Joey LeBlanc in third. As the riders went into the first bowl turn, Cain lost second to LeBlanc while Joey Silcox closed in on Cain, who was now third. Silcox passed Cain in an uphill berm to take over third, then got by LeBlanc for second over the tabletop. Easley pulled away with the lead as Silcox went down in a berm, letting four riders pass by. Silcox repassed Brad Cannon to take fifth and moved in on LeBlanc, passing him in the whoops for fourth. Easley rode to the checkered flag for a comfortable win. Cain took second and Silcox made a pass on Eric Elam over the finish jump to take third by only a tire length. LeBlanc finished fifth.

In the main event, Easley got the holeshot as Silcox pulled off the line in second, and Cain held third until he went down in the first turn. Easley and Silcox put distance between the rest of the class. Elam was in third with LeBlanc closing in on him. LeBlanc passed Elam for third but then crashed. Elam also went down and Cain passed him for third. Easley scored the win followed by Silcox in second, Cain in third and Elam in fourth.

Results

P/W: 1. Derek Fore (Itj); 2. Robert McLendon III (Yam); 3. Justin Burgess (Itj); 4. Donnie Oliphant (Yam); 5. Jay Welch (Yam).
JR MINI: 1. Joey LeBlanc (Hon); 2. Brad Cannon (Kaw); 3. Blake DeWitt (Suz); 4. Jon Simmons (Hon); 5. Jason Burgess (Kaw).
SR MINI: 1. Joffrey Easley (Hon); 2. Joey Silcox (Suz); 3. Adam Cain (Hon); 4. Eric Elam (Kaw); 5. Joey LeBlanc (Hon).
BEG: 1. Adam Fastoff (Suz); 2. Lee Johnson (Suz); 3. Stan Amphion (Hon); 4. Tom Jones (Hon); 5.Barry Mayeux (Suz).
125 TROPHY: 1. Joffrey Easley (Hon); 2. Craig Woolard (Kaw); 3. Larry Dubrock (Kaw); 4. Tom Giroin (Suz); 5. Joey Wartenbe (Hon).
OPEN TROPHY: 1. John Kiley (Suz); 2. Ernie Thomas (Kaw); 3. Jim Kennedy (Hon); 4. Richard Pearson (Hon); 5. Gary Weets (Hon).
VET: 1. Bob Riker (Kaw); 2. Jim Kennedy (Hon); 3. Neal Thomas (Hon); 4. Craig Woolard (Kaw); 5. Chuck Bell (Suz).
PRO-AM: 1. Barry Weinberger (Hon); 2. Sam Redmond (Hon); 3. Chuck Nobles (Hon); 4. Bret Beauchamp (Hon).
PRO: 1. Ricky Palmer (Hon); 2. Ed Kiley (Hon); 3. Bret Beauchamp (Hon); 4. Barry Weinberger (Hon); 5. Dell Ellanson (Hon).

Britt, Lytton score at Aztec MX

By C.M. Raysin, Jr.

COLORADO SPRINGS, CO, JULY 21
Kyle Britt and J.P. Lytton supplied all the action in the 80cc Amateur class at the SRAC/M&M Connections sponsored-race at Aztec Raceway.

With holeshot money on the line, Lytton burst to the front of the pack to take the lead. Racing in and out of the sandy creek bed Lytton maintained his lead until the third lap when his bike bogged and Britt passed him in the finish line turn.

Britt jammed into the lead and stayed in control throughout the second moto. Lytton was able to thwart off a last-lap challenge by Cory Pearman to finish second. Both Britt and Lytton obtained enough points and advanced to the Mini Expert class.

In the 50cc class, 11 future stars battled for the coveted holeshot. As they approached the first turn Cody Jensen took the point and quickly established a 10 second lead over Nick Harris and Brady Sharp. David Pearman, who was fourth, was constantly on the move and kept the pressure on Sharp. On the final lap there was a midfield collision and Pearman, who had dropped to fifth spirited past the traffic jam and advanced to third behind Jensen and Harris.

In the first 125cc Pro class moto, Paul Lindsey grabbed the holeshot and lead. Kip Sandell, who was fifth out of the gate, started one of his famous power drives and on the back far turn overtook Lindsey. Lindsey continued to push hard in an attempt to stay up with Sandell. Farther back in the pack a battle was ensuing for third place between Gil Murray and David Gonzalez. By the halfway point Sandell held a 14 second lead over Lindsey. Murray was in third with Eric Ricke in fourth. Murray pushed Lindsey around the track challenging for position. On the hairpin turn at the back of the track Murray overtook Lindsey. Sandell, Murray and Lindsey were the top three finishers, respectively.

In the second moto Lindsey again got the holeshot, but was quickly passed by Sandell, who maintained the lead and took the win. Lindsey had to battle the entire race with Murray and Revoir. On the same turn where Murray passed Lindsey in the first moto, Revoir shot around Lindsey to take second. Lindsey ended up third with Murray fourth. The overall win went to Sandell.

Results

60 NOV: 1. Dusty Riley (Kaw); 2. Damon Icabone (Kaw); 3. Joshua Murphy (Kaw); 4. James Reimer (Kaw); 5. Chad Sharp (Kaw).
60 AM: 1. Travis Riley (Kaw); 2. Joshua Catron (Kaw); 3. Andrew Short (Kaw); 4. Scott Burris (Kaw); 5. Billy Dotson (Kaw).
80 NOV: 1. Tony Klink (Hon); 2. Bryan Mamos (Kaw); 3. Brett Hepp (Kaw); 4. Joshua Catron (Kaw); 5. Sean Trottier (Hon).
80 AM: 1. Kyle Britt (Kaw); 2. J.P. Lytton (Kaw); 3. Corey Pearman (Kaw); 4. Chad Sanger (Kaw); 5. Matt Palider (Kaw).
80 EX: 1. Jeremy Hinrichs (Kaw); 2. Micah Moyes (Kaw); 3. Joey Kendall (Kaw); 4. Lane Swink (Kaw); 5. David Cunico (Kaw).
125 NOV: 1. David Dallaguadia (Yam); 2. Randy Belisle (Yam); 3. Tony Strong (Hon); 4. Scott Dege (Yam); 5. David Achammer (Kaw).
125 AM: 1. Dean DelTruco (Kaw); 2. Mike Zawacki (Kaw); 3. Kevin Martin (Kaw); 4. Brian Papini (Kaw); 5. Matt Sweny (Hon).
125 PRO: 1. Kip Sandell (Yam); 2. Paul Lindsey (Suz); 3. Robert Revoir (Kaw); 4. Gil Murray (Hon); 5. Lee Swink (Kaw).
250 NOV: 1. David Fay (Yam); 2. Greg Glab (Suz); 3. Mike Long (Suz); 4. David Mills (Yam); 5. Todd Tucker (Hon).
250 AM: 1. Tim Marchbanks (Suz); 2. Jeff Kuntz (Yam); 3. Mike Triggs (Hon); 4. Scott Rolfsmeyer (Suz); 5. Duke Huffman (Yam).
250 PRO: 1. Kip Sandell (Yam); 2. Derek Brown (Kaw); 3. Josh Kellogg (Hon); 4. Jared Carlson (Kaw); 5. Wayne Balliett (Hon).
OPEN NOV: 1. David Fay (Yam); 2. Mike Long (Suz); 3. David Mills (Yam); 4. Devin Lackey (Kaw); 5. Gary Lamay (Hon).
OPEN AM: 1. Kevin Bozarth (ATK); 2. Troy Hamilton (Yam); 3. Marc Lavine (Yam); 4. James Bennett (Hon); 5. David Blau (Yam).
OPEN PRO: 1. Derek Brown (Kaw); 2. Jim Thompson (Hon); 3. Robert Hanrahan (Hon); 4. Wayne Balliett (Hon); 5. Chuck Jensen (Kaw).
VET NOV: 1. Scott Wiseman (Hon); 2. Christopher Michaels (Suz); 3. Ken Moss (Hon); 4. John Malsam (Suz); 5. Tim Pracey (Hon).
VET AM: 1. Ron Hough (Yam); 2. Mike Fuller (Yam); 3.Mark Lizotte (Yam); 4. Ed Roy (Hon); 5. Don Warmuth (Yam).
VET EX: 1. Arlo Englund (Hus); 2. Mike Martin (KTM); 3. Brent Smith (Hon); 4. Jim Eckert (Hon); 5. Troy Rhoten (Hon).
SR NOV: 1. John Turner (Yam); 2. Richard Moehring (Hon); 3. Tom Wright (Hon); 4. Chuck Sanat (Yam); 5. John Sander (Hon).
SR AM: 1. Pete Caskey (Hon); 2. Jim Thomas (Hon); 3. Stan Heffner (Yam); 4. Bob Wolf (Yam); 5. Chuck Johnston (KTM).
SR EX: 1. Byron Wolf (Hon); 2. Vic Barlish (Hon); 3. Vic Ziemer (Yam); 4. David Wollaston (Kaw); 5. Ed Perriton (Hon).
S/SR: 1. David Snell (Suz); 2. Jim Reimer (Yam); 3. Jim Long (Yam); 4. Jim Roberts (Hon).
WMN: 1. Mickey Gonzalez (Suz); 2. Mollie Bourke (Kaw); 3. Michelyn Caskey (Suz); 4. Tracy Frydendall (Yam); 5. Angi Riggs (Hon).

Bast nabs Napa Cup Spdwy win

By R.C. Jones

NAPA, CA, JULY 27
The Coors and 7Up-sponsored Napa Chapionship turned into a cliff-hanger, when Jess Ochoa played spoiler in the last heat. The support class champ, Derek Cole, made his bid for bigger and better rides.

The first round went about normal with Bart Bast, Robert Curry, Jim Sisemore and Ochoa picking up wins. In round two, Bast dropped a point to Paul Orlandi, and Curry's second to Sisemore was coupled with a win by Ochoa. Round three was important to Curry, as he beat Ochoa to keep things close with Bast, Sisemore and Orlandi the other winners. Sisemore was still perfect at the end of round four, that saw Bast win with Curry second. Ochoa slipped further back when Dustin Schroeder finally got it cranked up for the first of his two wins. Steve Martin also won.

In the final round, Harlan Bast Jr. picked up his only win, and Schroeder got his second. Curry won his third, and had only dropped two points for the night. When they lined up for the last heat, Bast was on the pole and needed a win to break even with Sisemore. Ochoa was in gate two and frustrated, Sisemore in gate three, had to deal with the slippery stuff on the outside. When the tapes went up, it was Ochoa with a great jump to take the lead. Bast was watching Sisemore as Ochoa slipped away. Sisemore wanted to get down farther inside to hook up, but Bast was guarding the groove. Sisemore spun out in the marbles, ending his chance at the cup.

Bast had to settle for second, then found himself tied with Curry for the lead. Ochoa's win tied him with Sisemore for third, and the runoffs ensued.

Ochoa was still pumped, and took the lead from the pole to beat Sisemore in the first runoff.

Curry pulled the pole and took the lead early over Bast in the run for the championship. After two laps, Curry was still leading. As the white flag came out, Bast put the inside move on and pulled into the lead for the last lap and the Napa Cup Championship.

Results

CHAMP: 1. Bart Bast (Wes) 13 pts.; 2. Robert Curry (Wes) 13; 3. Jess Ochoa (Jaw) 12; 4. Jim Sisemore (Wes) 12; 5. Paul Orlandi (GM) 9.

SUPPORT: 1. Derek Cole (Wes); 2. Craig Elstins (Wes); 3. Glenn Moore (Jaw); 4. Harlan Bast Sr. (Gdn).

Ellington doubles up at Hunt Moto Park Motocross

By Mike Harasmisz

HUNT, NY, JULY 28

Joe Ellington on his Wilkins Honda/D-P Tool/Scott USA/Answer Products/FMF-sponsored Hondas took home the lion's share of the Expert purse, by winning the 125 and 250cc Expert classes at Hunt Moto Park. Two hundred and forty riders turned out for the day's races that were run under sunny skies.

Don Schmidt grabbed the early lead in the first 125cc Expert moto and never looked back as he led wire-to-wire for the win. Ellington finished second with Ben Dressner moving up to third. Dressner pulled the holeshot in moto two with Ellington and Schmidt close behind. Ellington took the lead with an inside pass on Dressner two corners into the race and slightly pulled away to take the win. Schmidt moved past Dressner to finish second.

The first 250cc Expert moto saw Ellington take the lead with Pete Phillips and Mike Franklin close behind. Ellington led every lap to take the win over Phillips, who was second. Dressner moved up to third.

Phillips led the second moto with Dressner and Ellington on his rear fender. Ellington passed Dressner in the same corner as he had in the 125cc moto, while Phillips kept the lead for two laps. Ellington then took over the lead and pulled away to take the win by 15 seconds over second place Schmidt. Phillips was third which was good for second overall.

In the first Senior A moto, Brian Broadwell and Mike Harasmisz led off the start but bumped in the second corner, allowing Doug Meyers to move into the lead. Meyers' lead lasted less than half a lap as he slid out in a corner. Bart Lucas moved into first with Harasmisz in second. Lucas led the rest of the way to take the win with Harasmisz a close second. Meyers recovered for third.

Meyers pulled the holeshot in the second moto with Harasmisz close behind. Harasmisz took an outside line two corners into the race to go around Meyers and into the lead. Harasmisz opened up a quick lead and went on to win while Meyers and Lucas battled over second. Lucas got around Meyers to finish second. Meyers finished third. Harasmisz's 2-1 moto score was good for the overall win.

Results

P/W: 1. Shane Bartholf (Yam); 2. Jamie Robinson (Yam); 3. Aaron Shephard (Itj).

60: 1. Shawn Murrey (Kaw); 2. Joshua King (Kaw); 3. Jamie Robinson (Kaw).

MINI JR: 1. Paul Carpenter (Kaw); 2. Heath Wadhams (Suz); 3. Daniel King (Kaw); 4. Shawn Murrey (Kaw); 5. Adam Bourne (Hon).

MINI SR: 1. Douglas Retterer (Kaw); 2. Casey Higgins (Kaw); 3. Patrick Mills (Kaw); 4. Aaron Weir (Suz); 5. Joel Blencoue (Kaw).

MINI COMB: 1. Douglas Retterer (Kaw); 2. Casey Higgins (Kaw); 3. Chad Briggs (Kaw); 4. Jason Blencowe (Yam); 5. Aaron Weir (Suz).

125 SCHBY: 1. Randy Abbey (Suz); 2. Shawn Ernst (Kaw); 3. Jake Ellsworth (Suz).

17-24 COMB: 1. Mike Franklin (Hon); 2. Darrell Stone (Kaw); 3. Gary Michael (Kaw); 4. Tod King (Hon).

125 BEG: 1. Rick Jackson (Yam); 2. Bob Sawdey (Hon); 3. Mark Williams (Kaw); 4. Chris Vamhyning (Suz); 5. Jim Eaves (Hon).

125 NOV: 1. Fred Huff (Suz); 2. Mark Van Norman (Kaw); 3. Mark Mullen (Hon); 4. Baird Hageman (Hon); 5. Kenny Kramarz (Hon).

125 AM: 1. Jason Luce (Kaw); 2. Jamie Stercer (Suz); 3. David Richards (Suz); 4. Scott Camp (Kaw); 5. Steve Farris (Hon).

201-OPEN BEG: 1. Scott Brown (KTM); 2. Chris Vanhyhning (Suz); 3. Bob Sawdey (Hon); 4. Glenn Taylor (Hon); 5. John Rockwell (Hon).

201-OPEN NOV: 1. Fred Huff (Suz); 2. Joe Collins (Kaw); 3. Mike Massara (Suz); 4. Greg Anderson (Kaw); 5. Craig Whetsme (Kaw).

201-OPEN AM: 1. Jamie Stercer (Suz); 2. Lance Camp (Kaw); 3. Dave Kristoff (Kaw); 4. David Richards (Suz); 5. Mike Latone (Hon).

VINT/WDS: 1. Bob Robinson (Hon); 2. Brian Crane (Suz).

PLUS 25 AM: 1. Scott Rhinehart (Kaw); 2. Jeff Fregoe (Hon); 3. Fred Lucas (Kaw); 4. Kent MacFarlane (Kaw); 5. Craig Whetstine (Kaw).

PLUS 25 EX: 1. Bart Lucas (Hon); 2. Mike Harasmisz (Suz).

SR C: 1. Raymond Rink (Hon); 2. Mark Stokoe (Hon); 3. Rodney Wadhams (Kaw); 4. Alan Adamowich (Suz); 5. Frank Grosso (Kaw).

SR B: 1. Perry Brandon (Hon); 2. Stephen Bird (Yam); 3. Fred Lucas (Kaw); 4. George Martin (Hon).

SR A: 1. Mike Harasmisz (Suz); 2. Bart Lucas (Hon); 3. Douglas Meyers (Hon); 4. Scott Rhinehart (Kaw).

125 EX: 1. Joe Ellington (Hon); 2. Don Schmidt (Hon); 3. Ben Dressner (Suz); 4. Gary Michael (Kaw); 5. Tod King (Hon).

201-OPEN EX: 1. Joe Ellington (Hon); 2. Pete Phillips (Hon); 3. Ben Dressner (Suz); 4. Chris Pecora (Suz); 5. Mike Harasmisz (Suz).

Brant aces Lake Perris Speedway

By Scott Daloisio

LAKE PERRIS, CA, JULY 25

Russell Racing's Scott Brant led every inch of the way to score an impressive win in the Scratch main event at Brian Church's Lake Perris Speedway.

Brant's main combatant in the four lap main looked to be British League racer Ronnie Correy. Correy won both his heat and his semi from gate four and he drew the same starting spot for the main. However, as he released his clutch his chain broke and he never left the line.

While Correy pushed his motorcycle to the infield, Brant jumped into the lead ahead of Charlie Venegas and Chris Manchester. Brant built a small lead on the first circuit leaving Manchester and Venegas to battle for second.

By the end of lap two, Brant, on the Russell Racing/Prime Ticket/Event Technical Services Jawa, had a half straight lead. While exiting turn four on lap two, Manchester wheelied and broke. That left only Brant and Venegas on the track and Brant had a huge lead. He maintained that lead the last two laps and easily scored the win.

Fifty-three year-old Billy Gray had the crowd on its feet and screaming when he led the first six laps of the Handicap main. Weslake rider Gray took the lead from the short yardage on the start over Colorado native Rob Ball. Ball stayed in the place position until the end of the second lap when Jessee Finch went by.

Gray was getting tremendous drive and was keeping Finch at bay through the first four laps. Behind them, Manchester, Gary Hicks and National Champion Mike Faria all went past Ball on lap four. Faria worked his way past Manchester and Hicks and pulled up to Finch. They began to reel in Gray.

Faria, on the dirt line, passed Finch as the seventh circuit started. Coming off turn two on that lap, he kept the Russell Racing/Shoei/Oilzall/Scott/Coast Grain Weslake wide and shot by Gray for first. In the next turn, Finch went inside Gray and took over the second spot. While Faria and Finch moved away on the last lap, Gray fell heading into turn one and ended up with last spot. On the final lap, Finch could not catch Faria. The veteran star collected his 17th win of the 1991 campaign. Manchester placed third with Hicks fourth.

Robbie Hackman outdistanced Rick Webb, Kevin Rubio and Carlos Cardona to win the Second Division main. In Third Division, Jerry Morehead won over Tom Collier, Ben Mears and Ron Cochard. Ducati riding Dean Steele and Dwayne King won the Sidecar main. The team of Joe Petraglovic and Alan Bilger placed second. Stephen Downing won the First Division Junior main with Amber Kossuth winning in Second Division.

Results

SCRATCH: 1. Scott Brant (Jaw); 2. Charlie Venegas (Gdn); 3. Chris Manchester (Jaw); 4. Ronnie Correy (Wes).

HDCP: 1. Mike Faria (Wes); 2. Jessee Finch (Wes); 3. Chris Manchester (Jaw); 4. Gary Hicks (Wes).

D-2: 1. Robbie Hackman (Wes); 2. Rick Webb (Wes); 3. Kevin Rubio (GM); 4. Crashwall Cardona (Wes).

D-3: 1. Jerry Morehead (Wes); 2. Tom Collier (Jaw); 3. Ben Mears (Jaw); 4. Ron Cochard (Jaw).

JR D-1: 1. Stephen Dowing; 2. Heath Hammonds; 3. Danny Bandfield.

JR D-2: 1. Amber Kossuth; 2. Ryan Fisher; 3. Angela Hale.

SDCAR: 1. Dean Steel/Dwayne King (Duc); 2. Joe Petraglovic/Alan Bilger (Kaw); 3. Peter Lewis/Jamie Macy (Kaw); 4. Kent Benander/Cary Pollard (Kaw).

Hooten, Roth hot at Marysville MX

By Nuklear Neukam

MARYSVILLE, CA, JULY 28

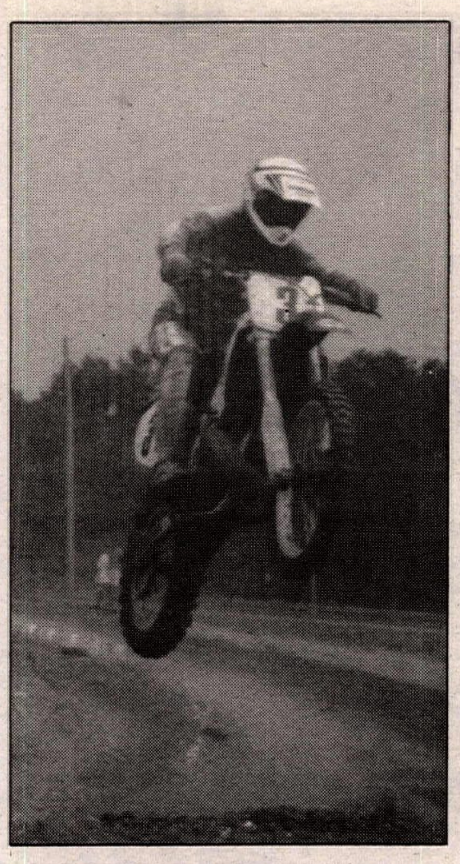
Shaun Wooten was outstanding as he won the 250cc Pro class at Riverfront Park's CMC Night Motocross and Team Green Kawasaki-backed Brian Roth was equally impressive in his domination of the 125cc Pro class.

Instinct Racing Husky-sponsored Wooten shot into the lead of the first moto and never looked back as he motored to the win while Ron Allen had his work cut out as he started in dead last but worked his Suzuki up to second at the checkered flag. Mike Wenzel had pulled the holeshot but dropped to third by the moto's end.

Wenzel shot into the lead at the start of moto two but Wooten wasted no time scooting into the lead, where he stayed to the finish. Wenzel and Jon Nicolaus tangled on a high-speed jump and went down, with Wenzel coming out on the losing end of the deal. He was able to walk back to the pits with a little assistance but was a little dazed.

Allen took control of second but he had Lowell Moural on his tail. By mid-moto Moural was past Allen but Wooten was long gone. Allen stayed in third to the checkered flag and claimed second overall while Moural's second in moto two was good for third overall. A pair of fifths put Shane Berg in at fourth overall while Randy Chapman rounded out the top five.

Roth led from start to finish in both 125cc Pro motos while GP Racing's Greg Tirheimer combined a pair of seconds for second overall. Moural had a 4-3 tally for third overall with Tony McGrath staying in the hunt with a 3-4 score for fourth overall.



Kent Howerton flew to a second-place finish in the Plus 25 class at Ocala.

Pat Johnson crests the top of the hill at the Billings Hillclimb.

Results

250 PRO: 1. Shaun Wooten (Hus); 2. Ron Allen (Suz); 3. Lowell Moural (Hon); 3. Shane Berh (Yam); 5. Randy Chapman (Suz).

125 PRO: 1. Brian Roth (Kaw); 2. Greg Tirheimer (Hon); 3. Lowell Moural (Hon); 4. Tony McGrath (Hon).

125 INT: 1. Michael Brandes (Kaw); 2. Casey Johnson (Kaw); 3. Danny Nelson (Kaw); 4. Michael Stanton (Suz); 5. Jeffrey Brownlee (Suz).

500 PRO: 1. Ron Allen (Hon).

500 JR: 1. Michael Renner (Kaw).

500 BEG: 1. Pete Hampel (Hon); 2. Danny Rutherford (Hon); 3. Josh Mazzaferro (Hus); 4. Chris Dixon (Hon).

VET PRO: 1. Randy Chapman (Suz); 2. Alex Jorgensen (Suz); 3. Bradley Harrison (Suz); 4. John Volk (Suz).

VET INT: 1. Jeff Walker (Yam); 2. John McCapes (Kaw); 3. Tony Milner (Yam); 4. Steve Matlock (Yam); 5. Perry Sherman (KTM).

VET JR: 1. Eric Harvey (Hon); 2. Steve Gary (Hon); 3. Doug Percey (Kaw); 4. Mike Gorda (Kaw); 5. Mark Olmstead (Hon).

OT MSTR: 1. Steve Ferroni (Kaw); 2. Larry Hartnett (Suz); 3. Jack Baken (KTM); 4. Art McDade (Hon); 5. Rich Schilling (Hon).

OT INT: 1. Ron Mazzaferro (Hus); 2. Thom Yuill (Suz); 3. Tim Colvert (Hon).

OT JR: 1. Debbie Watt (Hon); 2. Russ Paden (Suz); 3. Ron Corbit (Hon).

80 EX: 1. John Leddy (Suz).

80 INT: 1. Jeff Baldwin (Kaw).

80 JR: 1. Cody Crawford (Suz); 2. Brant Steiger (Hon); 3. Bushhog Henderson (Suz); 4. Eric Williams (Suz).

80 BEG: 1. Sean Reath (Suz); 2. Ryan Lester (Kaw); 3. Joel Gagnan (Kaw); 4. Travis Veteran (Yam); 5. Danny Hames (Suz).

60: 1. Jesse Ketcham (Kaw); 2. Mike Patterson (Kaw); 3. Sean Becker (Kaw); 4. Jacob Gregg (Kaw).

125 BEG: 1. Mike Lopez (Hon); 2. Bruce Desimas (Hon); 3. Mike Lopez (Hon); 4.Neal Peters (Yam); 5. Mike Johnson (Kaw).

1225 JR: 1. Jake Gilbert (Suz); 2. Brett Klinger (Kaw); 3. Ian Radich (Suz); 4. Casey Jones (Suz); 5. Jason Garcia (Hon).

250 BEG: 1. Dave Todd (Yam); 2. Russ Brandes (Kaw); 3. Dan Reed (Hon); 4. Todd Clapman (Hon); 5. Lwyn Dahl (Hon).

250 JR: 1. Monty Ware (Yam); 2. Derek Wadkins (Hon); 3. Craig Bunyard (Kaw); 4. Greg Winters (Yam); 5. Paul Armanda (Hon).

Foley hooks up at Ocala MX

By Kyle Myers
Photo by Jim Johnson

OCALA, FL, JULY 27-28

The opening round of the ProSports USA's United States Masters of Motocross $25,000 Eastern Warm-Up Series got underway at the Florida Motosports Complex, with Kevin Foley stealing the show.

The feature race Sunday was the Plus 25 class, as evident by a nearly full gate. When the pack rounded the first turn, Jeff Frisz led the way with Foley, Alan Andrew, Wyndell Kern and former National MX Champion Kent Howerton in hot pursuit.

Foley wasted little time in passing Frisz, while Howerton worked on Kern. Frisz soon felt more pressure from behind by Andrew, who eventually passed Frisz for second.

Meanwhile, Howerton's persistance paid off when he passed Kern, but John Collins, who had worked his way up after a so-so start, began challenging the former champ. Collins eventually passed Howerton, making the final finishing order Foley, Andrew, Frisz, Collins and Howerton, respectively.

Frisz, again, blasted into the early lead in the second moto, only to have Foley (again) pass him on the first lap. Foley's pass, however, forced Frisz off the track, which gave Dale Keene second. While Foley pulled away, Frisz regrouped and slipped back into second, passing Keene.

When the checkered flag came out, Foley was out in front with a comfortable lead. Howerton crossed the line in second after passing Frisz, who shortly thereafter, crashed and surrendered third to Collins. Frisz landed fifth.

Justin Jackson stole the show in Saturday's 250/500cc Expert battle. Jackson won both motos hands down. Gary Paul was Jackson's nearest competitor with 2-2 moto finishes for second overall.

Results

SATURDAY

P/W: 1. Mitchell Holstein (Yam); 2. Justin Holstein (Yam); 3. Scott Williams (Yam); 4. Bart Crow (Yam).

60: 1. Donald Leddy (Kaw); 2. Jeremy Shuttleworth (Kaw); 2. Jason Thomas (Kaw); 4. Derek Jackson (Kaw); 5. Dustin Thompson.

80 7-11: 1. Donald Leddy (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Daniel Leddy (Suz); 4. Jason Thomas (Kaw); 5. Chris Buck (Kaw).

80 12-15: 1. Adam Rake (Kaw); 2. Shane Hanna (Suz); 3. Mark Church (Kaw); 4. Mike Tabor (Kaw); 5. Billy Wood (Kaw).

125 NOV: 1. Anthony Pocorobba (Hon); 2. Mike Lampe (Hon); 3. Jason Peres (Kaw); 4. Dan Fortin (Suz); 5. Miek Santana (Hon).

125 INT: 1. Lonny Bischoff (Hon); 2. Kyle Myers (Kaw).

125 EX: 1. Travis Blackburn (Kaw); 2. Derek Youngblood (Hon).

250 NOV: 1. Glen Dwelley (Hon); 2. Randy Rickel (Yam); 3. Bob Wood (Kaw); 4. Tom Ciofle (Kaw); 5. Richard Eggers (Kaw).

250 INT: 1. Tim Lozaw (Yam).

250 EX: 1. Justin Jackson (Kaw); 2. Gary Paul (Hon); 3. Derek Youngblood (Hon); 4. John Vangilder (Hon); 5. Jeff Lampe (Hon).

OPEN NOV: 1. Mitchell Holstein (Hon); 2. David McWilliams (Hon).

OPEN INT: 1. Jose Torregrosa (Hon).

WMN: 1. Kimmy Bozik (Kaw); 2. Cathy Priest (Kaw); 3. Jackie Kelly (Kaw); 4. Jody Adams (Hon); 5. Robin Miller (Kaw).

+25 NOV: 1. Mitchell Holstein (Hon); 2. Tim Lozaw (Yam); 3. Randy Rickel (Yam); 4. Richard Eggers (Hon); 5. Bob Wood (Kaw).

+25 INT: 1. Wyndell Kern (Hon).

+30 NOV: 1. Robin Preston (Hon); 2. Steve Cron (Kaw); 3. Charles Lenning (Hon); 4. Mark Miller (Kaw); 5. Ken Nordan (Hon).

+30 INT: 1. Armando Carrasquillo (Hon); 2. Peter Harrison (Kaw).

+40 NOV: 1. Peter Harrison (Kaw); 2. John O'Neill (Kaw).

+40 INT: 1. Charles Lening (Hon); 2. Dale Buck (Suz); 3. Pete Harrison (Kaw).

SUNDAY

+25: 1. Kevin Foley (Kaw); 2. Alan Andreu (Hon); 3. Kent Howerton (Hon); 4. John Collins (Yam); 5. Jeff Frisz (Hon).

+30: 1. Alan Andreu (Hon); 2. Kent Howerton (Hon); 3. Dale Keene (Hon); 4. Phillip Rage (KTM); 5. Woody Strickland (Suz).

+40: 1. Woody Strickland (Suz); 2. Tom Bragg (Hon); 3. Dale Buck (Suz); 4. Charles Lehing (Hon); 5. Peter Harrison (Kaw).

WMN EX: 1. Kimmy Bozik (Kaw); 2. Gina Perry (Hon); 3. Cathy Priest (Kaw); 4. Jackie Kelley (Kaw); 5. Janet Stringfield (Hon).

OPEN: 1. Anthony Pocorobba (Hon); 2. Mike Bragg (Hon); 3. Chris Buck (Kaw); 4. Scott Grimm (Kaw).

Whitlock claims title at Billings Hillclimb

By Jeff Fisher

BILLINGS, MT, JULY 27-28

The fourth round of the North American Hillclimb Association Series moved to Billings, for the 73rd Annual Great American Hillclimb Championships, and for the third time in four years, Utah rider Travis Whitlock was crowned Montana State Champion.

LOCAL EVENTS

Brian Carroll pulled off triple class wins at the Suffolk Meadows Supercross.

The event drew close to 10,000 spectators for the two-day event. On Saturday, Trophy-only classes ran on a smaller hill just west of Sunday's Championship hill. The $9000 purse drew riders from eight states and Canada to climb this 360-foot hill, with an 80 degree ledge which separated the pilots from the riders. Those who didn't make it over the top were usually nabbed by the experienced crew of hill workers, who were armed with hooks for stray bikes. These workers wore hard hats as they dangled by ropes and converged on riders who didn't make the top, saving countless rolls to the bottom of the hill by both men and machines.

With the four main classes already run, the Advanced class would determine the State Champion. The 12 transfer spots from the 0-600 and Open classes formed the advanced class and if a rider placed within the top six of both classes, he would have four attempts at the title, two on each bike. Neal Payne, Dave Johnston and Whitlock took advantage of the format, getting two runs on each of their bikes. They were joined by Mel and Kenny Kimball, Rod Whitlock, Jimmy Walker, Shannon Chamberlain and Doug Sherburn. Hard charging riders from all of these riders kept the title race tight, but in the end Whitlock's final run on his Yamaha FJ1200 clipped leader Payne's time and took the championship back to Utah, where it's been for four years straight. Whitlock, a 21-year-old rider from Provo, Utah, is sponsored by Arai Helmets, Fox USA, Tsubaki Chain, Uni Filter, Pro Circuit Racing, Ceet, Acerbis and Whitlock Racing.

Results

701-UP U/L: 1. Travis Whitlock; 2. Steve Stith; 3. Kenny Kimball; 4. Dusty Beer; 5. Mel Kimball.
ADV: 1. Travis Whitlock; 2. Neal Payne; 3. Travis Whitlock; 4. Mel Kimball.
SR: 1. Jerry Richter.
FAST TIME: 1. Dave Johnston.
FIRST OVER HILL: 1. Jimmy Walker.

Keen captures Delta HS win

By Mark Montgomery

DELTA, OH, JULY 28

Eldon Keen topped the 201-250cc B class at the Glass City M.C.-promoted hare scrambles. The challenging six-mile course incorporated tight Ohio woods, high speed field crossings, deep sandy sections full of whoops, and sections of a motocross course. Scores of riders responded to the challenge by braving not only three hours of racing, but also 95 degree temperatures and energy sapping humidity.

The first race of the day featured youth classes on 80cc machinery and saw Ahmad Owens score the overall honors. Owens won his class under hot and sunny skies. But as the checkered flag fell, the skies turned dark and threatening.

The adult classes took their parade lap with lightning flashing everywhere. The heavy clouds opened up and the race started under a steady rainfall. Many riders welcomed the water, as it helped control some dusty sections of the course. Fifteen minutes into the race, the rain stopped, leaving excellent traction throughout the rest of the event. KTM-mounted Keen seemed unfazed by rain, dust, whoops or heat as he powered his way to the overall victory, leaving most competitors at least one lap behind.

"The track preparation was sweet and the rain helped a lot. I know most of the best Ohio riders weren't here because of a scheduling conflict with a National, but it was still good to win," said Keen.

The three-hour length of the race made the team classes the most popular of the day. Jeffrey Hunt and Chuck Austin took their Kawasaki to first place in the Lightweight Team category. Fred Boling and Daniel Reed rode a Honda to victory in the Heavyweight Team class, maintaining a slim lead over the duo of Kevin Peterson and Willard Carroll.

Results

YTH 7-11: 1. D. Jeffrey Vernon (Hon); 2. Chris Gallt (Kaw); 3. Tony Bentley (Hon); 4. Sam Leydig (Yam).
YTH 12-15: 1. Ahmad Owens (Hon); 2. CLint Sumner (Kaw); 3. Nathan Miller (Kaw); 4. Eric Dudek (Yam); 5. Robert Root (Kaw).
12 YRS+ (80-200): 1. Barry Sins (Kaw); 2. Sydney Grallt (Kaw); 3. Kevin Davis (Suz); 4. Randy Delaney (Kaw); 5. Christopher Jones (Kaw).
12 YRS+ (200-OPEN): 1. Keith Schneider (Hon); 2. Gerard Kabzinski (Yam); 3. Gregg Scott (Kaw); 4. Jeff Angeletti (KTM).
86-125: 1. Jay McLeod (Kaw); 2. Rodney Brown (Hon); 3. Gene Hall (Hon).
126-200 C: 1. Erik Fetteringham (Kaw); 2. Robert Sumbera (Yam); 3. Roger Griner (Kaw).
201-250 B: 1. Eldon Keen (KTM); 2. Rick Kent (Suz); 3. David Hammel (Hon); 4. James Smith (ATK); 5. Eric Buroff (Yam).
OPEN A: 1. Todd Cuprys (Hus); 2. Gene Huntoon (Kaw); 3. Brian Livingston (Hon); 4. Dave Toogood (ATK).
30-39: 1. Thomas Baden (Kaw); 2. Harry McAllister (KTM); 3. Daniel Payne (Suz); 4. Steven Carie (Yam); 5. Michael Wall (Yam).
40-49: 1. Jerry Huver (Suz); 2. Robert Northern (Kaw); 3. James Goin (Kaw); 4. Paul Harper (Kaw).
50+: 1. Edward Densmore (KTM).
L/W TEAM: 1. Jeffrey Hunt/Chuck Austin (Kaw); 2. Aaron Hunt/Roger Stevens (Kaw); 3. Gary Wamer/Rick Wells (Suz); 4. Paul Sparks/Kent Unkle (Suz); 5. David Rice Jr./Mark Gubala (Hon).
H/W TEAM: 1. Daniel Reed/Fred Boling (Hon); 2. Kevin Peterson/Willard Carroll (Hon); 3. Don Gordon/Jim Almroth (Hon); 4. Larrie Siegfried/Todd Ranson (Kaw); 5. Steven Aparicio/Mark Mackay (Hon).
VINT: 1. Carl Mabrey (Hon).
OPEN 4-STRK: 1. Brian Mull (Yam); 2. Dale Hadge (Hon); 3. Michael Riley (Hus).

McBride captures crown at Welland Speedway

By Larry McBride

WELLAND, ONTARIO, CANADA, JULY 27

For the first time since its inception in 1979, the Canadian National Speedway Championship has left the country in the hands of an American. For that matter, the title has never been captured by any non-Canadian rider as Canadian rules prevented that recognition until this year.

Binghamton, New York, racer Lenny McBride changed all that in a sudden-death main event victory at Welland Motorcycle Speedway by outdistancing the field of four Canadians.

Through a series of heats, McBride scored one win, two seconds and a third before walking away with the second semi that assured him of a transfer to the main event. Two riders from each semi went to the main, and the final rider was determined by the third-place finisher of the fastest semi.

McBride entered the final event trailing point leader, and six-time Canadian National Champion Len Dillon by only four points.

From the outside pole position, McBride got a rather slow start and entered turn one in the third spot behind leader Paul Gradwell and Dillon. Holding the throttle full open through turns one and two, McBride took a high line and went side by side with Dillon to gain the second spot down the back straight. Going to the pipe, McBride drove hard into turn three and alongside of Gradwell. McBride emerged the leader by only a half a bike length out of turn four with Dillon following the same line to move into second and in pursuit of McBride.

With each successive lap however, McBride gained another bike length lead over Dillon and at the completion of lap five took the checkered flag and became the first ever non-Canadian to win the Canadian National Speedway Motorcycle Championship.

Results

CANADIAN NATIONAL: 1. Lenny McBride (Gdn); 2. Len Dillon (Gdn); 3. Tom Braithwait (Gdn); 4. Paul Gradwell (Jaw); 5. John Kehoe (Gdn).

Carroll claims triple win at Suffolk Meadows Supercross

By By Jim and Carolyn Simpson

SUFFOLK, NY, JULY 27-28

New Jersey rider Brian Carroll claimed triple wins at the Long Island Sports Committee's two-day supercross event at Suffolk Meadows.

Jason Rivas set the stage for battle on Saturday by taking the holeshot and the qualifier win in the 125cc Pro class. Carroll, sponsored by Gear Racewear, Millville Cycle, Scott, Tuf, RRP, Action Photos, Boyesen, Renthal, FMF, CRP and EBC, took charge with a holeshot at the beginning of the main. As they approached the staircase, Carroll was on the gas with Rivas in second, Jerry Seip in third and Mike Billardello in fourth place.

Carroll pulled away from Rivas and maintained a fast pace to build a comfortable lead. Rivas then cranked it up to try and stay with Carroll and the two riders started to pull away from Seip and the rest of the pack. Carroll motored on to the win while Rivas scored second and Seip took third.

In Sunday's action, Carroll claimed another 125cc Pro title, but the race of the day was the 250cc Pro main event. Carroll tried all the moves to pass leader Seip. Lap after lap Carroll hounded Seip by putting a wheel inside and trying different lines, but Seip maintained control of the race. Corner after corner the two were inseparable until the white flag lap. As they dropped down into Sunday's new section of the track. Seip crashed and handed the win to Carroll. Seip remounted to finish second.

Glen Cooper charged into the lead of the Senior Expert class after a major pileup in the third turn on the first lap, of the main event. Emerging in second was Doug Wholey with Richard Nitto and Bud Fee remounting to begin the chase. Nitto pulled out all the stops and pressured Wholey until Nitto took over in second. Cooper went on to win while Nitto claimed second place.

Results

SATURDAY
S/SR: 1. John Sanuth (Hon); 2. John Ferrentino (Hon); 3. Ted Squires (Yam).
MINI 7-11: 1. David DiPietro (Kaw); 2. Jason Weber (Yam).
MINI 12-13: 1. Steven Steelson (Kaw); 2. Kenny Plass (Kaw); 3. Gary Merrill (Hon).
SR MINI: 1. Ed Dondero (Kaw); 2. Eric Flagg (Hon); 3. Chris Nelluso (Kaw).
125 NOV A: 1. Anthony Frisone (Kaw); 2. Steve Lombardozi (Suz); 3. Dennis Robinson (Hon).
250 AM: 1. Tom Langsdorf (Kaw); 2. John Risco (Hon); 3. Joe Merill (Hon).
OPEN AM: 1. Joseph Zorn (Kaw); 2. Jeff Mitchell (Hon); 3. Paul Wertheimer (Hon).
125 EX: 1. Brian Carroll (Suz); 2. Jason Rivas (Suz); 3. Jerry Seip (Suz).
250 EX: 1. Jerry Seip (Suz); 2. John Bachor (Yam); 3. Brett Marascia (Suz).
SR AM: 1. Don Rasmussen (Hon); 2. Yuri Alpert (Kaw); 3. Bryan Kish (Hon).
SR EX: 1. Glen Cooper (Suz); 2. Richard Nitto (Suz); 3. Doug Wholey (Suz).
SCHBY: 1. Simon Cotler (Hon); 2. Danny Golden (Kaw); 3. Thomas Honzik (Kaw).
+25: 1. Mike Billardello (Suz); 2. Jerry Seip (Suz); 3. Jeff Stempel (Hon).
125 NOV A: 1. Graig Sullivan (Suz); 2. Chris Read (Hon); 3. Damian Ercole (Kaw).
125 NOV B: 1. Eddie Hololob (Kaw); 2. Bob Smeland (Suz); 3. Ron Simonin (Kaw).
125 NOV B: 1. Tom Honzik (Kaw); 2. Brian Berry (Hon); 3. Steven Despres (Hon).
250 NOV A: 1. Dennis Robinson (Hon); 2. Patrick Cloone (Kaw); 3. Scott Brennan (Hon).
250 NOV B: 1. Jason May (Hon); 2. Dennis Houghton (Kaw); 3. Joseph Weber (Kaw).
125 AM: 1. Carl Otero (Suz); 2. Mark Sheridan (Hon); 3. Graham Warren (Kaw).
SUNDAY
S/SR: 1. John Sanuth (Hon); 2. Rich Golden (Kaw); 3. Gary Di Pietro (Yam).
MINI 7-11: 1. Jason Weber (Kaw); 2. David DiPietro (Kaw); 3. Michael Rausch (Hon).
MINI 12-13: 1. Kenny Plass (Kaw); 2. Gary Merrill (Hon); 3. Michael Carrieri (Kaw).
MINI 14-15: 1. Eric Flagg (Hon); 2. Ed Dondero (Kaw); 3. Chris Melluso (Kaw).
125 NOV: 1. Brian Berry (Hon); 2. Jason May (Kaw); 3. Eric Read (Hon).
250 NOV A: 1. Dennis Robinson (Hon); 2. Patrick McLoone (Kaw); 3. Andrew Signoriello (Kaw).
125 AM: 1. Vinnie Allegretta (Hon); 2. Joe Moura (Suz); 3. Greg Katz (Hon).
250 AM: 1. Joe Merrill (Hon); 2. John Graziano (Kaw); 3. Bob Balnis (Hon).
OPEN AM: 1. Joseph Zorn (Kaw); 2. Robert Walton (Kaw); 3. Daniel Pazienza (Kaw).
125 EX: 1. Brian Carroll (Suz); 2. Michael Billardello (Suz); 3. Jerry Seip (Suz).
250 EX: 1. Brian Carroll (Suz); 2. Jerry Seip (Suz); 3. Brett Marascia (Suz).
SR AM:1. Joe Dill (Yam); 2. Don Rasmussen (Hon); 3. Scott Santmyers (Hon).
SCHBY: 1. Simon Cotler (Hon); 2. Vinny Allegretta (Hon); 3. Thomas Honzik (Kaw).
+25: 1. Jerry Seip (Suz); 2. Michael Billardello (Suz); 3. Joe Merrill (Hon).

Spore swift at Argyll Marathon

By Nuklear Neukam

DIXON, CA, JULY 28

Ray Spore was the big winner of Argyll Park's Marathon as he came from behind in the Vet Pro division to overtake Mike Newman on the final lap of the one and a half hour race.

Spore went down in the early laps and played catch-up until he had Newman in sight near the end. That was all the motivation he needed and he clicked it into overdrive in spite of the fatigue and zoomed into the lead as the last lap got underway. Spore came by the checkered flag not quite sure how he finished, but he was elated to find out he'd won.

Steve Gary earned the Ironman Award by competing and winning the Amateur Vet Junior race and then backing that up with the win in the afternoon race.

Greg Butler bought a new Yamaha on Saturday night and then hauled it out to Argyll for the 250cc Beginner Marathon and, despite coming off the line dead last when he forgot to choke the machine and had trouble getting it fired up, came away the winner in his division. Joe Volat was second to Butler with Ross Swetland third.

Results

125 BEG: 1. James Maltbie (Yam); 2. Brett Janssen (Kaw); 3. Gavin Haley (Kaw); 4. Mike Kirar (Kaw); 5. Art Gomez (Yam).
125 JR: 1. Oliver Sauza (Kaw).
250 JR: 1. Matt Kirar (Hon); 2. Nuklear Neukam (Hon).
250 BEG: 1. Greg Butler (Yam); 2. Joe Volat (Kaw); 3. Ross Swetland (Hon); 4. Grant Glenn (Kaw); 5. Shawn Walborn (Yam).
VET JR (AM): 1. Steve Gary (Hon).
OT JR (AM): 1. John Dragukeski (Kaw).
VET JR (PM): 1. Steve Gary (Hon); 2. Clyde Lawler (Hus).
VET INT: 1. Mark Lagomasino (Kaw); 2. Brian Manly (Hon).
VET PRO: 1. Ray Spore (Yam); 2. Mike Newman (Hon).
OT JR (PM): 1. Bill Arbogast (Suz); 2. Richard Stone (Hus).
OT INT: 1. Ron Mazaferro (Hus).
250 JR (PM): 1. Bill Arbogast Jr. (Yam).
250 BEG (PM): 1. Shawn Walburn (Yam).
OPEN INT: 1. Dave Vanni (Hus).
250 INT: 1. Frank Sacher (Kaw); 2. John McCapes (Kaw); 3. Jimmy Mechem (Kaw).
80 BEG: 1. Chris Glasser (Kaw).
60: 1. Ryan Lawler (Kaw); 2. Matt Lawler (Hon).

Bast on top at Auburn Spdwy

By R.C. Jones

AUBURN, CA, JULY 26

The Miller Draft North versus South Showdown turned into a rout halfway through the program, but the hometown hero Bart Bast brought the house down in the Scratch main event.

It was standing room only when the 13 heat team racing started, as Bast got the crowd going with a win over Mike Faria. Scott Brant picked up a win in heat two, then Phil Collins and Gary Hicks grabbed five points in the next heat. Jim Sisemore and Steve Lucero went elbow banging in heat five, with Sisemore's win keeping it close. The South gained momentum with wins by Josh Larsen, Steve Lucero and Charlie Venegas, before Robert Curry could stem the tide with a three pointer. Then Brant, Collins and Faria won three more, putting the icing on the cake, with Sisemore taking the last heat. Only Gary Hicks, and Don Odom were shut out of the win column for the South team. The rest of the North team of Jess Ochoa, John Houston, Steve Martin, Dustin Schroeder and Bobby Hedden were unable to give enough help to Bast and Sisemore. Top honors were split between Bast, Collins, Sisemore and Brant, each with two wins.

In the straight Scratch side of the program, Bast evened things up with a win over Faria, Hicks and Brant. Bast had a tough time in the semi with a last-lap pass, to beat Venegas for the runner-up spot behind Hicks. Faria won his semi easily.

Bast drew gate one with Faria starting in two, as they lined up for the final event. Hicks started in three, and Brant in four. Faria kept pace with Hicks running on the far outside at the start. Bast inched ahead down the back chute, with Hicks moving up next to him. Faria had dropped to the inside behind Bast to keep Hicks out, and to put the move on Bast. As they completed lap one, Bast led with Faria pushing hard. As the white flag came out, Faria was still hounding Bast. Bast met the checkered flag first.

Results

SCRATCH: 1. Bart Bast (Wes); 2. Mike Faria (Gdn); 3. Gary Hicks (Wes); 4. Scott Brant (Jaw).
NORTH VS. SOUTH: 1. South (49 pts); 2. North (29); 3. Bast (10); 4. (TIE) Faria/Jim Sisemore/Phil Collins (9).

Blake wins at Red Bud MX

By Larry Witmer

BUCHANAN, MI, JULY 27
Justin Blake highlighted Saturday night MX at Red Bud by winning both the 125cc Junior and 80cc Expert classes in flying style.

Blake, however, wasn't the only rider to watch, as Scott Schoenbeck scored the win in the 125cc C class, which featured the largest turnout of riders of the night.

Schoenbeck used consistency as the key to success, putting together a 3-3 moto tally to nail shut the overall victory. Kenny Dasse and Pete Sassano were the moto winners.

Dean Bearing continued his winning ways in the 250cc C division with 2-1 moto finishes, while Frank Crowley landed second after winning the first moto and finishing third in the second.

Results

50 AUTO: 1. Ritchie Moore (Yam); 2. Nicolas Vargo (Yam).
80 JR: 1. Tim Garber (Hon); 2. Quincy Vanator (Yam).
80 C: 1. Ben Furrow (Kaw); 2. Jameson Barnette (Hon); 3. Justin Slocum (Kaw); 4. Bobby Pugh (Hon); 5. Adam Karriem (Kaw).
80 EX: 1. Justin Blake (Kaw); 2. William McCoy (Suz); 3. Nathan Miller (Kaw); 4. Jason Snodgrass (Yam); 5. Ryan Olthouse (Suz).
125 JR: 1. Justin Blake (Kaw); 2. Ahmad Owens (Hon); 3. Steve Kaylor (Hon); 4. Ronnie Brown (Yam).
125 A: 1. Duane Anderson.
125 B: 1. Brian Roush (Kaw); 2. Mike Vlasic (Suz); 3. James Genovese (Yam); 4. Larry Lee (Suz); 5. Nelson Copeland (Hon).
125 C: 1. Scott Schoenbeck (Kaw); 2. Kenny Dasse (Suz); 3. Pete Sassano (Suz); 4. Kevin Hantz (Hon); 5. Mike Samulsom (Kaw).
250 B: 1. Russell Siegert (Hon); 2. Jerry Birky (Hon); 3. Dave Korte (Suz); 4. Joe Davis (Suz); 5. Dennis Stanley (Kaw).
250 C: 1. Dean Bearing (Hon); 2. Frank Croley (Yam); 3. Ron Kaminsky (Suz); 4. Dennis Runkle (Hon); 5. Arlis Strufe (Kaw).
+25: 1. Larry Witmer (Suz); 2. Carl Vargo (Hon); 3. Gregg Altoff (Yam); 4. Mike McCann (Hon); 5. Carl Horuarth (Kaw).
+30: 1. Grag Atloff (Yam); 2. Larry Witmer (Suz); 3. Jerry Birky (Hon); 4. Rick Walsworth (Hon); 5. Chuck Thebo (Hon).
+40: 1. Ron Maley (HOn).
+50: 1. Lewis Beattie (Hus).
VINT: 1. Tim Bowers (Mon); 2. Raymond Genick (CZ); 3. James Smith (CZ); 4. Darrin Beattie (Hus); 5. Thomas Lee (Bul).

Wood, Walters whip Argyll MX

By Nuklear Neukam

DIXON, CA, JULY 21
Kawasaki-mounted Dave Wood roosted the Vet Pro class at Argyll Park's CMC MX races while Spud Walters put another Green Machine in the winner's circle as he flew to the overall victory in the 125cc Intermediate class.

Wood flew to the first Vet Pro moto win unchallenged while Gray Rabe followed in for second.

In moto two, Wood had to work a little harder as Rabe gave a brief challenge. Wood was even seen uncharacteristically out of shape as he landed on the front wheel off a jump! But it was short-lived as Wood resumed his smooth style and motored to the win and the overall. Rabe and Law were again second and third, respectively, for the same overall finishes.

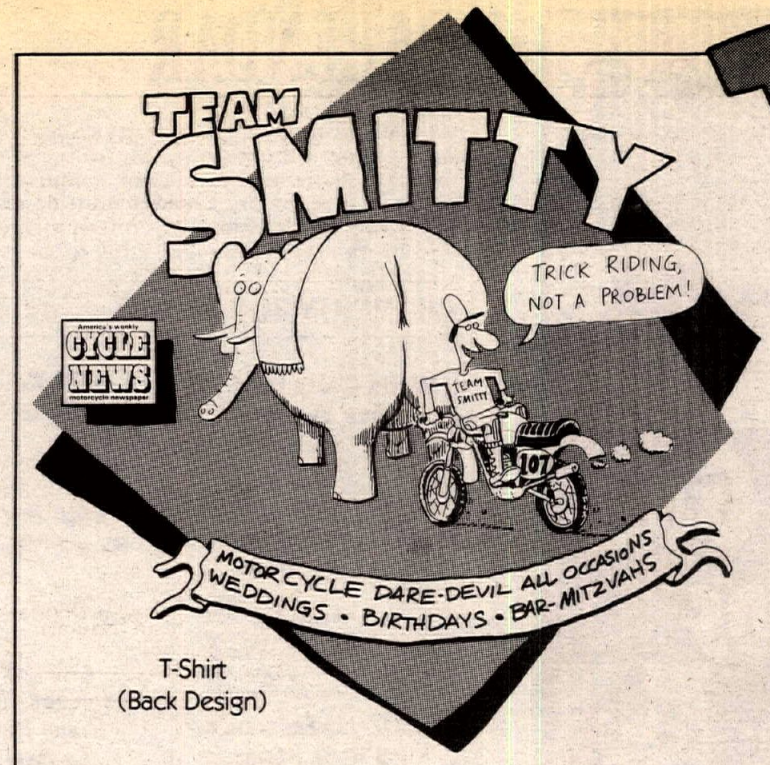
Walters topped the 125cc Intermediate class in both motos. Stan Finney rode an excellent race, especially in the opening moto, to finish second in both motos. Finney went down in turn one of the first moto, remounted and started flying. By moto's end he had worked all the way up to second and even closed the gap on Walters, but time ran out and he'd have to wait for the final moto.

Finney had a much better start in moto two and even had the lead for a while. But once Walters assumed the lead he began to pull away and stayed out front for the win. Finney was again second for second overall with third overall going to Eric Liddell.

Liddell topped Paul Epley in the 250cc Intermediate division as Ron Gilligan recovered from a first-moto DNF to take second in round two for third overall. CN

Results

VET PRO: 1. Dave Wood (Kaw); 2. Gary Rabe (Hon); 3. Steve Law (Kaw).
VET MSTR: 1. Daniel Sturgeon (Hon).
VET INT: 1. Steve Matlock (Yam); 2. Glenn Walsh (Hon).
OT MSTR: 1. Jim McClinton (Yam); 2. Bill McCLinton (ATK).
OT JR: 1. Bill Newman (Hon).
VET JR: 1. Ross Swetland (Hon); 2. Brian Odell (Kaw); 3. Andy Jannings (Hon); 4. John Cummings (Suz); 5. Robert Fields (Hon).
125 PRO: 1. Jeff Pestana (Suz); 2. Chris Ward (Suz).
125 INT: 1. Spud Walters (Kaw); 2. Stan Finney (Kaw); 3. Eric Liddell (Kaw); 4. Sam Killou (Kaw); 5. Danny Nelson (Kaw).
250 INT: 1. Eric Liddell (Kaw); 2. Paul Epley (Suz); 3. Ron Gilligan (Hon).
500 INT: 1. Emmett Ramirez (Hon); 2. Joel Christensen (Hon); 3. Steve Law (Kaw).
60: 1. J.J. Cummings (Kaw); 2. Daniel Blair (Kaw); 3. Kevin Christensen (Kaw).
80 BEG: 1. Danny Smith (Kaw); 2. Eric Thomas (Suz).
80 JR: 1. Dennis Springs (Kaw).
125 BEG: 1. Erik Edmark (Kaw); 2. Charles Montgomery (Yam); 3. Shawn Walborn (Hon); 4. Bob Thornberg (Kaw); 5. Dennis Springs (Kaw).
125 JR: 1. Johnny Cipollina (Hon); 2. Troy Amerine (Kaw); 3. Oliver Sousa (Kaw); 4. Rocky Mullinax (Suz).
250 BEG: 1. Tony O'Reilly (Hon); 2. Dustin MacIntosh (Yam); 3. Joe Volat (Suz); 4. Shawn Wolburn (Yam); 5. Steve Billick (Hon).
250 JR: 1. Matt Kirar (Hon).
500 BEG: 1. Tony Cervelli (Hon); 2. Greg Butler (Hon); 3. Marc Smith (Hon).



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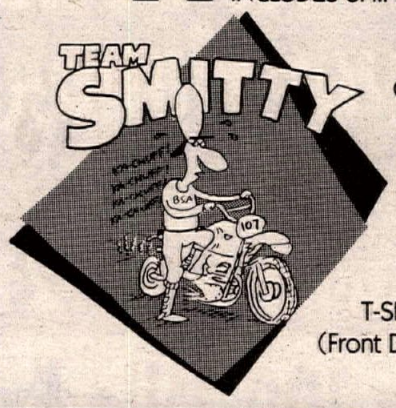

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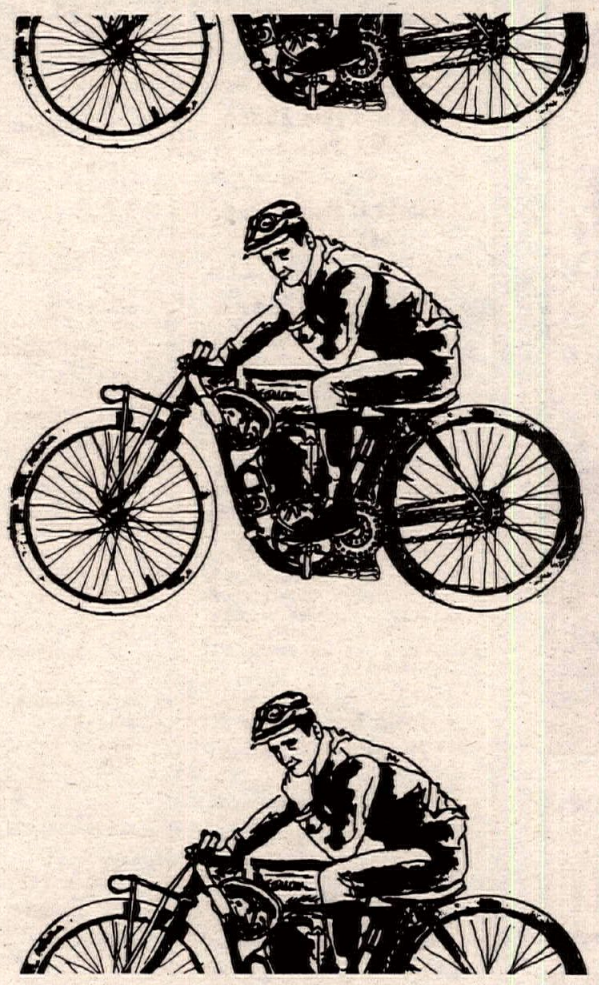

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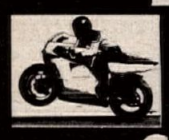

September 20-21-22

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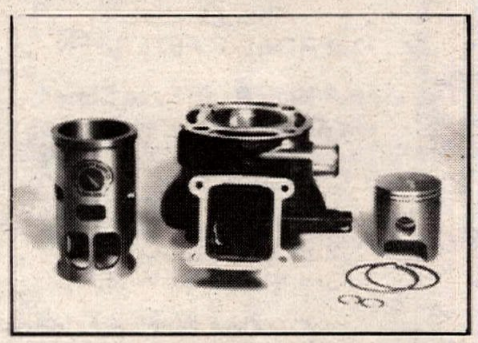

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
8/18 Misano, San Marino
8/25 Brno, Czechoslovakia
9/8 Interlagos, Brazil
9/29 Shah Alam, Malaysia

World C'ship Superbike Road Race Series
8/25 Sugo, Japan
9/1 Shah Alam, Malaysia
9/15 Hockenheim, Germany
9/29 Magny Cours, France
10/6 Mugelio, Italy
10/19 Philip Island, Australia

World C'ship Endurance Road Race Series
9/22 LeCastellet, France
9/29 Donington Park, Great Britain
10/20 Philip Island, Australia

World C'ship Observed Trials Series
8/23 Helsinki, Finland
9/1 Gothenberg, Sweden
9/15 Nepomuk, Czechoslovakia

World C'ship 125cc MX Series
8/18 Suzuka, Japan

World C'ship 250cc MX Series
8/18 Suzuka, Japan

World C'ship 500cc MX Series
8/25 San Bernardino, CA, USA

Int'l Six Days Enduro
9/2-7 Brezova, Czecho

Motocross des Nations
9/15 Valkenswaard, Holland

Trial des Nations
9/22 Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series
8/24 Indianapolis, IN M
9/1 Springfield, IL M
9/15 San Jose, CA M
10/5 Pomona, CA HM
10/12 Sacramento, CA M
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series
9/1 Washougal, WA
9/22 Binghamton, NY
9/29 Delmont, PA
10/6 Budds Creek, MD
10/13 New Berlin, NY
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
8/17 Hamburg, NY HM
9/7 Lake Odessa, MI HM
9/21 Castle Rock, WA TT
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
9/6-8 Topeka, KS
10/4-6 College Station, TX
11/9-10 Miami, FL
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series
9/15 Freemansburg, PA
9/29 Jefferson, PA
10/13 Oregonia, OH
* All Star Invitational
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb
8/31 Everett, PA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/22 New Waverly, TX
10/13 Redding, CA
10/27 Bear, DE
11/3 Morrison, IL
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/29 Lynnville, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/29 Wendover, UT
* Tentative
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series
8/25 Waterford, OH
9/8 Millfield, OH
9/22 Bunner Ridge, WV
10/6 Elkins, WV
10/20 Mt. Morris, PA
11/10 Greeneville, TN
Info 304/594-1157

AMA/CCS Pro/Am C'ship Road Race Series
Great Lakes Region
8/24-25 S. Beloit, IL
9/14-15 Grattan, MI
10/5-6 Grattan, MI
South Florida Region
8/17-18 W. Palm Beach, FL
8/31-9/1 Savannah, GA
9/21-22 W. Palm Beach, FL
8/28-29 Braselton, GA
10/27 W. Palm Beach, FL
12/15 W. Palm Beach, FL
Southeast Region
8/17-18 Talladega, AL
8/31-9/1 Savannah, GA
10/12-13 Talladega, AL
Mid Atlantic Region
9/14-15 Summit Point, WV
8/31-9/1 Savannah, GA
Midwest Region
8/24-25 S. Beloit, IL
9/7-8 S. Beloit, IL
10/5-6 Grattan, MI
Salt Lake Region
9/1 Bonneville, UT
10/6 Bonneville, UT
Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Chandler, AZ
10-/12-13 Las Vegas, NV
Northeast Region
9/7-8 Loudon, NH
Mountain Region
8/17-18 Mt. View, CO
9/14-15 Steamboat Springs, CO
9/28-29 Second Creek, CO
Finale
10/18-20 Daytona Beach, FL
Info 704/684-4297

AMA Nat'l Reliability Enduro Series
10/5 Minden, NV
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series
9/1 TBA, PA
9/7 Wrentham, MA
9/8 Exeter, RI
Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers
Nat'l C'ship Finals
8/13-17 Hurricane Mills, TN
Info 419/478-5386

Alaska Motorcycle Assn. MX Series
8/31-9/1 Fairbanks, AK
9/8 Anchorage, AK
Info 907/694-2805

RACE Castrol-Motoplan Canadian Nat'l Road Race C'ship Series
8/30-9/1 Shannonville, Ont., CAN
Info 416/940-8873

RACE Castrol Eastern Canada Road Race Challenge Series
8/16-18 Shannonville, Ont., CAN
9/27-29 Shannonville, Ont., CAN
Info 416/940-8873

WERA Pro/F-USA Road Race Series
8/23-25 Pocono, PA
9/20-22 W. Palm Beach, FL
10/30-11/3 Grand Nat'l Final
Suzuki Nat'l Cup Final
Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series
8/21 W. Palm Beach, FL
8/31 Millington, TN
9/14 Faulkville, GA
10/5 Clermont, IN
11/1 Braselton, GA
Info 803/681-WERA

WERA Nat'l Vintage Road Race Series
8/17-18 Oak Hill, SC
8/23 Pocono, PA
8/31 Nelson Ledges, OH
Info 803/681-WERA

WERA Regional C'ship Road Race Series
Northeast/Mid-Atlantic Region
8/17-18 Summit Point, WV
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/28-29 Garrettsville, OH
10/12-13 Summit Point, WV
Southeast Region
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 Faulkville, GA
9/28-29 Talladega, AL
North Central Region
8/17-18 E. St. Louis, IL
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Clermont, IN
Mid Central Region
8/17-18 E. St. Louis, MO
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/28-29 Talladega, AL
South Central Region
8/24-24 College Station, TX
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 College Station, TX
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship MX Series
8/18 C. Village, CT
8/25 Southwick, MA
9/1-2 Lewiston, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/22 C. Village, CT
9/29 Southwick, MA
10/6 Middleboro, MA
10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
9/8 Windsor, MA
9/22 Adams, MA
9/29 W. Greenwich, RI
10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
8/18 Union, CT
8/25 Cheshire, MA
9/15 N. Petersburg, NY
10/6 Fishouse, NY
Info 203/875-5757

NETRA Turkey Run Series
8/18 Bartonsville, VT
8/25 Gardner, MA
9/1 Allenstown, NH
9/8 Swiftwater, NH
9/15 Otis, MA

10/6 Winchendon, MA
10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series

8/25 Mauricetown NJ
9/15 Shippensburg, PA
9/22 Brandonville, PA
9/29 W. Greenwich, RI
10/6 Greenbank, NJ
10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA Historic Cup Road Race Series

8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/28 Braselton, GA
Info 715/842-9699

AHRMA Showcase Road Race Series

9/7-8 Topeka, KS
9/21-22 Rosamond, CA
Info 715/842-9699

AHRMA-West C'ship Road Race Series

8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/21 Portland, OR
10/20 Sears Point, CA
Info 415/829-6091

AHRMA Vintage Iron Nat'l MX Series

9/13 Steamboat Springs, CO
Info 715/842-9699

AHRMA Vintage Trials Series

9/12 Steamboat Springs, CO
10/19-20 White City, IL
Info 609/426-4387

EVMR Vintage Motocross Series

8/31-9/1 South Berwick, ME
9/15 Southwick, MA
9/21 Broome-Tioga, NY
10/20 Englishtown, NJ
Info 201/385-5595

NY State C'ship Hare Scrambles Series

8/25 Little Genesee, NY
9/8 South Edmonston, NY
9/29 Auburn, NY
10/27 South Edmonston, NY
Info 315/635-3396

CMA C'ship Supercross Series

9/14 Montreal, Quebec, CAN
Info 416/363-9035

VA C'ship Hare Scrambles Series

9/15 Middlebrook, VA
9/29 Martinsville, VA
10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

AMA Southeastern Regional C'ship MX Mega Series

8/18 Wytheville, VA
8/25 Blountville, TN
9/15 Blountville, TN
9/29 Kingsport, TN
10/26-27 Blountville, TN
Info 615/323-5497

SERA C'ship Enduro Series

9/15 Birmingham, AL
9/29 Turkey Creek, MS
10/12 Saucier, MS
11/3 Maplesville, AL
Info 601/843-3251

SERA C'ship Hare Scrambles Series

9/1 Birmingham, AL
10/20 Goodman, MS
Info 601/843-3251

ATA Observed Trials C'ship Series

9/15 Cactus Flats, CA
10/6 Corral Canyon, CA
10/27 Lucerne Valley, CA
11/10 Littlerock Cyn., CA
Info 213/259-6631

Mid-Atlantic Vintage Trials Series

10/13 Toughkenamon, PA
Info 301/775-7209

PITS C'ship Trials Series

8/18 Donner, CA
9/8 Donner, CA
9/28-29 Sparks, NV
10/20 Santa Cruz, CA
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

All Iowa Trials Riders Assn. Series

9/8 Newton, IA
9/29 Marshaltown, IA
Info 319/377-8089

Int'l Oldtimers C'ship MX Series

8/31-9/1 Fernley, NV
Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

9/7-8 Louisville, KY
10/5-6 Atco, NJ
11/8-10 Bradenton, FL
Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

9/14-15 Norwalk, OH
10/19-20 Atlanta, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

8/24-25 Rochester, NY
9/7-8 Bakersfield, CA
9/21-22 Indianapolis, IN
10/5-6 Baton Rouge, LA
10/26-27 Phoenix, AZ
11/15-17 Gainesville, FL
Info 315/735-1661

HDRA All Harley Drag Race Series

8/24-25 Beaver Springs, PA
9/14-15 Salem, OH
10/19-20 Farmington, NC
11/16-17 TBA
Info 919/229-4877

AMRA All Harley Drag Series

8/24 Copemish, MI
9/1 Scriber, NE
9/14-15 Kokomo, IN
10/5-6 Beechmont, KY
Info 708/250-0838

CRA Fall Cross Country Series

9/15 Millport, OH
9/22 Canal Fulton, OH
10/13 Tippecanoe, OH
10/20 Malvern, OH
10/27 Ravenna, OH
11/17 Amherst, OH
Info 216/538-2220

CRA Fall Motocross Series

9/8 Salem, OH
9/21 Malvern, OH
9/28 Millport, OH
10/27 Amherst, OH
Info 216/636-5505

WNYSC C'ship Summer Series

8/18 Palmyra, NY
Info 716/594-8660

WNYSC C'ship Fall Series

8/25 Silver Springs, NY
9/1 Auburn, NY
9/8 Hunt, NY
9/15 Silver Springs, NY
9/29 Silver Springs, NY
10/6 Palmyra, NY
10/13 Silver Springs, NY
10/20 Auburn, NY
10/27 Silver Springs, NY
Info 716/594-8660

MO Hare Scrambles C'ship Series

8/25 Sedalia, MO
9/8 Canton, MO
9/22 Collins, MO
10/6 Flat River, MO
10/20 Potosi, MO
Info 314/392-2475

NCHSA Hare Scramble Series

9/1 Denver, NC
9/15 Lazy River, NC
9/29 Mt. Airy, NC
10/6 Brown Mtn., NC
10/13 Graham, NC
11/3 Lenoir, NC
11/17 Reidsville, NC
Info 704/483-4394

ARRA Road Race Series

8/17-18 Willow Springs, CA
9/14-15 Willow Springs, CA
10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

OMRRA C'ship Road Race Series

8/18 Portland, OR
9/21-22 Portland, OR
10/20 Portland, OR
Info 503/221-1487

MRA Road Race Series

8/18 Mountain View, CO
9/14-15 Steamboat Springs, CO
9/29 Second Creek, CO
Info 303/789-2429

CRA C'ship Road Race Series

9/14-15 Brainerd, MN
Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

9/6-8 Nevada 500 Pahrump Station, NV
10/11-13 Gold Coast 300 Jean, NV
11/7-10 Baja 1000 Ensenada, B.C., MEX
Info 818/889-9216.

Golden Crown of Baja Series

9/20-22 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

10/5 Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

SUDS Off-Road Series

8/17-18 San Bernardino, CA
10/19-20 Tecate, Baja, MEX
11/16-17 San Bernardino, CA
Info 818/340-5750

ADRA International Desert Race Series

9/1 Heber, AZ
10/12-13 Sonora, MEX
12/7 Sonora, MEX
Info 602/274-0010

Black-Jack Enduro Circuit Series

9/15 Little Rock, AR
9/29 Stillwater, OK
10/13 Tulsa, OK
10/27 Oklahoma City, OK
Info 903/832-5323

RMEC Enduro Series

10/6 Cloudcroft, NM
Info 307/742-4136

CRRC Road Race Series

8/24-25 College Station, TX
9/14-15 College Station, TX
10/12-13 Henderson, TX
10/30-11/3 Grand Nat'l Final Braselton, GA
*Tenative
Info 713/342-9032

Texas Cross Country Racing Assn. Series

8/25 Waco, TX
9/8 Weatherford, TX
9/22 Lake Whitney, TX
10/6 Swan, TX
Info 214/229-9512

OCCRA Cross Country Series

9/8 Lawton, OK
9/22 Shagbark, OK
10/6 TBA
10/20 Stillwater, OK
11/10 Lake Murray, OK
11/24 Oklahoma City, OK
Info 405/632-3370

Oklahoma State C'ship MX Series

9/1 Oklahoma City, OK
9/22 Elk City, OK
10/20 Stillwater, OK
11/10 TBA

USBA C'ship Road Race Series

9/1 Salt Lake City, UT
10/5-6 Salt Lake City, UT
Info 801/973-9091

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Gates Open Friday at 8:00 a.m.
Racing at Noon All 3 Days
Overnight Parking Available

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DUNLOP SUPERSTOCK
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SEE...
500cc GP Bikes,
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Unlimited:
Formula USA Race Bikes!
Marlboro Team Roberts
Team Suzuki Endurance
Wayne Rainey Racing's
Otsuka Electronics Team
Davhar Racing
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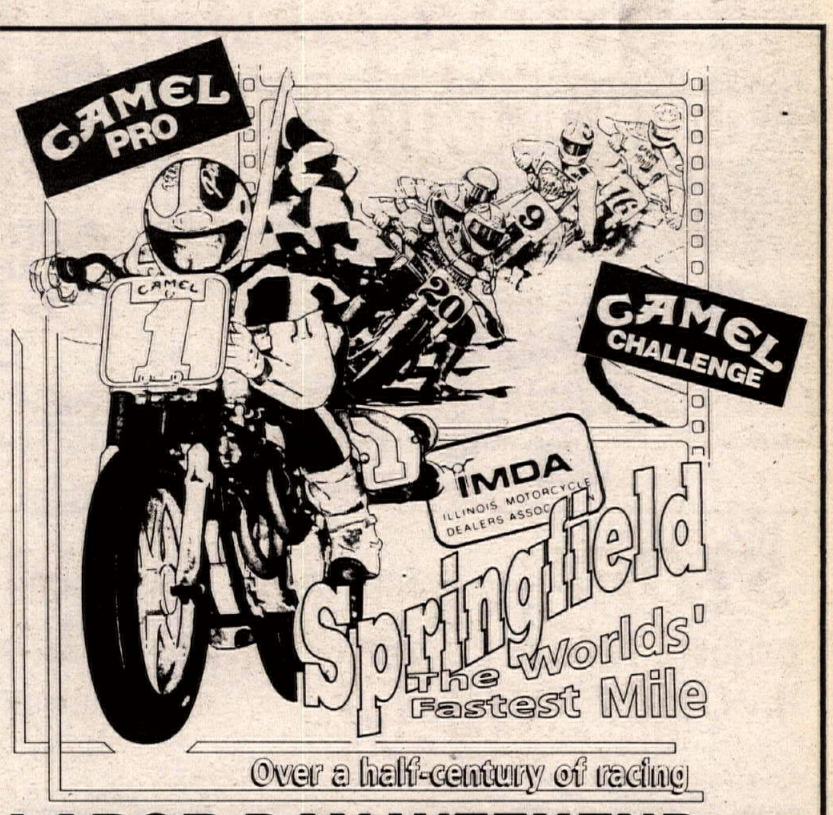
1991 VIERA PRO SERIES



LABOR DAY WEEKEND

Saturday, August 31st*
Regional Championship
2:00 P.M.
*May 25 tickets will be honored

Sunday, September 1st
National Championship
Camel Pro Camel Challenge
2:00 P.M.

Illinios State Fairgrounds Springfield IL
AMA SANCTIONED

For Tickets:
IMDA, 2000 East Cornell, Springfield, IL 62703
(217) 753-8866 or see your IMDA Dealer

I-96 SPEEDWAY

LAKE ODESSA, MICHIGAN

Michigan Harley-Davidson Dealers Association

Presents

MICHIGAN'S FIRST EVER AMA 600 NATIONAL

SATURDAY, SEPTEMBER 7-7:00 P.M. *

Rain Date September 8

See The Nation's Greatest Dirt Track Stars take on Michigan's Own Jay Springsteen at the Final National Dirt Track Event in the East for 1991

HARLEY-DAVIDSON MOTOR CYCLES

AMA 600 NATIONAL CHAMPIONSHIP

PRO AMA Racing

Junior National Pro/Am Michigan State Championships

*June 22 tickets will be honored
Pro/Am Heats Start at 7:00
600 National Heats Start at 8:00
Admission - $15.00

For advanced tickets send payment and self addressed stamped envelope to:

I-96 SPEEDWAY
LAKE ODESSA, MICHIGAN
P.O. Box 484, Portland, MI 48875

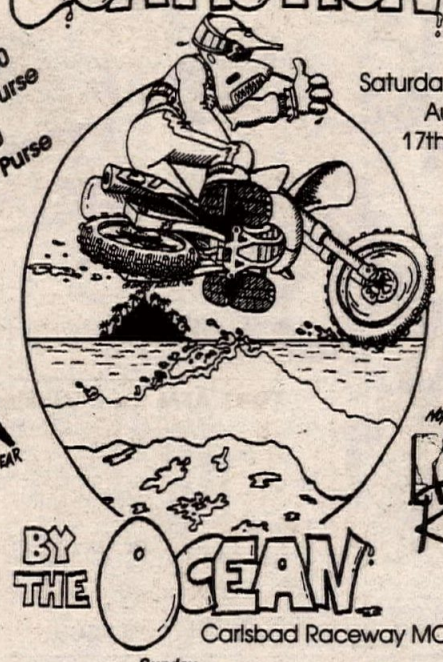
I-96 speedway is located just South of Interstate 96 at the Lake Odessa Exit 64, between Grand Rapids and Lansing, Michigan.

AMA SANCTIONED

Info 616-642-6500

Racing Enterprises Motocross Inc. Presents **BRIDGESTONE**

COMMOTION



$5,000 Pro Purse
$1,500 125 Pro Purse

Saturday & Sunday
August
17th & 18th

SCOTT USA · RACE TECH · ACERBIS · SHOEI · Keller & Kolors Kustom Helmet Painting · SMITH · YAMAHA · JT Racing USA · CEET Products · TRICK racing gasoline · DIRT SQUIRT · PRO CIRCUIT RACING · Renthal HANDLEBARS · AXO SPORTWEAR · 100% · AMP RESEARCH · WHITE Brothers · THOR · CAPS Enerzymes · aloe up · SUNSTAR · ALBA HONDA · NO FEAR · NORTH COUNTY YAMAHA · BY THE OCEAN · PowerBar

Carlsbad Raceway MOTOCROSS

Saturday
Beginners & Juniors
80,125, 250, 500, Vet, and OT
Sportsman entry - $30.00

Sunday
Intermediates & Pros
80,125, 250, 500, Vet, and OT
Pro entry - $40.00

Gates Open at 6:00 am • Sign-up 6:30 - 8:00 am • Practice at 8:00 am
Carlsbad Raceway is located 8 miles E. of I-5 on Palomar Airport Rd. at Business Park Dr.
Practice: Friday, August 16th, 10:00 to 3:00 for Commotion racers only. $15.00

For info. or to pre-enter contact Racing Enterprises Inc. at:
13223 Black Mt. Rd., #1-176,
San Diego, CA 92129
(619) 484-1441 or
(619) 727-1171

GFI/PERRIS RACEWAY 1991 SCHEDULE

Sat. Aug. 17	GFI At Night Round 10	Perris Raceway
Sat. Aug. 24	GFI At Night Round 11	Perris Raceway
Sat. Aug. 31	GFI At Night Round 12	Perris Raceway
Sat. Sept. 7	GFI At Night Round 13	Perris Raceway
Sat. Sept. 14	GFI At Night Round 14	Perris Raceway
Sat. Sept. 21	GFI At Night Round 15	Perris Raceway

(714) 788-5853

SRA GP California Schedule

Members **Sept. 22** Glen Helen Non Members

Oct. 6 Cantamar Mexico GP

S.R.A. Points

Info (714) 957-2985

CALENDAR

MTEG Off-Road C'ship GP Series

9/28	Denver, CO
10/19	Las Vegas, NV
10/TBA	San Francisco, CA

*Tentative
Info 714/938-4100

AFM Road Race Series

8/31-9/1	Sears Point, CA
10/20	Sears Point, CA

Info 415/537-8208

NMA Mini Road Race Series

8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

NMA Off Road Series

8/17-18	Bellingham, WA
9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA

Info 206/724-7515

NMA Enduro Series

9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA

Info 206/724-7515

AUGUST

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER

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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

• Denotes Pro Payback

August 13-14

OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Jefferson County Fair, Smithfield. Info 614/596-2057.

August 13-17

TENNESSEE MOTOCROSS
AMA/Loretta Lynn's Amateur/Youth Qualifiers. Hurricane Mills. Info 419/478-5386.

August 14

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
NEW YORK SUPERCROSS
CVRA Motorsports. Albany-Saratoga Speedway, Malta. Info 518/587-0220.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 14-17

OHIO DUAL SPORT
ERA Heritage Days National Dual Sport. Athens. Info 614/444-9600.

August 15

OHIO SUPERCROSS
Action Sports Summer Tour #3. Meigs County Fairgrounds, Pomeroy. Info 614/594-MOTO.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

August 16

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA SHORT TRACK
AMA. Santa Maria Speedway, Santa Maria. Info 805/466-4462. CANCELLED
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE SUPERCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
IDAHO SHORT TRACK
• AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163.
ILLINOIS HALF MILE
• AMA/D-17/Brush Poppers MC. Whiteside County Fairgrounds, Morrison. Info 815/772-3852.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/N. Tahoe Yamaha Nite. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
Lavalette Fire Dept., Huntington. Info 304/486-5244.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 16-17

KANSAS HALF MILE
• AMA. Stockton. Info 913/434-2672.

August 17

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA SHORT TRACK/TT
BRA. Porterville. Info 805/323-7877.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA STADIUM MX
• Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County, El Centro. Info 619/42722---5759.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions Summer Series. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CANADA SHORT TRACK
CMA/Erie Ramblers MC. Leamington Fairgrounds, Leamington. Info 519/326-6728.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info407/568-2271.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-0827 or 4606.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Belleville. Info 618/277-3478 or 235-6666.
INDIANA TT SCRAMBLES
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
IOWA SUPERCROSS
Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ENDURO
NETRA C'ship. Enduro Series. Tri-State Jr, Webster. Info 203/875-5757.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEW HAMPSHIRE SHORT TRACK
Sideways Promotions. Canaan USA Speedway, Canaan. Info 508/632-6939.
NEW YORK SPEEDWAY/DIRT DRAG
American Speedway, Owego. Info 607/748-5929.
NEW YORK SUPERCROSS
AMA/LISC. Suffolk Meadows, Suffolk. Info 516/728-7727.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Parkton. Info 919/843-2714.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SPEEDWAY
Bear Creek Speedway, Canton, Info 216/837-5694.
OHIO SUPERCROSS
Action Sports Summer Tour #4. Action Sports Center, Nelsonville. Info 614/594-MOTO.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SHORT TRACK/TT
The Challenger, Clarksburg. Info 412/726-5494.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SHORT TRACK
WKCRA/Paris Dirt Trackers. Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE SAND DRAGS
• West Tenn. Sand Drags, Friendship. Info 901/656-2320.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON TT
AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

August 17-18

CALIFORNIA MOTOCROSS
• Racing Ent. Commotion by the Ocean IV. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA DUAL SPORT
California Trail Rides Hi Sierra 250. Inyo County Fairgrounds, Inyo Nat'l Forest, Bishop. Info 714/846-1241.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
IDAHO SUPERCROSS
• SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-56677.
MASSACHUSETTS TOUR
MS 500 Kickstart Tour Jamboree for multiple sclerosis. Revere Beach. Info 617/890-4990.
OHIO TRIATHALON
• CRA. 10th Annual Triathalon. Hare scramble/short track/motocross. Western Reserve MC, Salem. Info 216/636-5505 or 538-2220.
OKLAHOMA ROAD RACE
Hallett Road Racing Club, Hallett. Info 918/446-6657.
WASHINGTON ISDE
NMA Off Road Series. North Fork 2 Day ISDE, Mt. Baker MC, Bellingham. Info 206/724-7515.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 18

CALIFORNIA MOTOCROSS
• CMC Summer Series #8. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA GRAND PRIX
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA TRIALS
AMA/PITS. Grueling Granite Trial. Donner Ski Ranch, Truckee. Info 916/366-8454 or 484-1786.
COLORADO SHORT TRACK
Mad Max. Decono. Info 303/427-7343 or 857-2307.
CONNECTICUT MOTOCROSS
NESC C'ship Summer Series. Central Cycles, Central Village. Info 413/772-0685.
CONNECTICUT HARE SCRAMBLES
NETRA C'ship Series. Union H.S., Union. Info 203/875-5757.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
KENTUCKY HARE SCRAMBLE
2-Man H.S. Pendleton Co. MC Recreation Park, Gardnersville. Info606/472-3442.
MARYLAND MOTOCROSS
AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.

MASSACHUSETTS MINI MX
NEMA Series. Southwick. Info 207/384-5209 or 763-8948.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Gibbon. Info 402/476-8888 or 308/381-2143.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK MOTOCROSS
• WNYSC/D-4. Palmyra MX Park, Palmyra. Info 716/223-5602.
OREGON SHORT TRACK
• Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
OREGON ROAD RACE
OMRRA. Portland Int'l Raceway, Portland. Info 503/221-1487.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
The Challenger, Clarksburg. Info 412/726-5494.
TENNESSEE SHORT TRACK
• Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 586-6677.
TENNESSEE SHORT TRACK
• Elite Motorsports Promotions. Memphis Motorsports Park, Memphis. Info 901/353-6118.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
VERMONT TURKEY RUN
NETRA C'ship Series. Red Fox, Bartonsville. Info 203/875-5757.
VERMONT MOTOCROSS
VMA Series. Rider Hill. Info 802/525-6985.
VIRGINIA MOTOCROSS
• AMA/D-29/SE Regional C'ship MegaSeries. Pro Sport MX, Wytheville. Info 615/323-5497.
WISCONSIN HARE SCRAMBLES
AMA/D-16/Madison MC. Wood Lake Trails, Lodi. Info 608/592-3209 or 5607.

August 20

IOWA SUPERCROSS
• Pabst Iowa State Fair C'ship. Des Moines. Info 515/289-2140 or 265-6439.

August 21

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
NEW YORK SUPERCROSS
CVRA Motorsports, Albany-Saratoga Speedway, Malta. Info 518/587-0220.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 21-24

TENNESSEE RALLY
AMA S.E. Regional Road Riding Convention. Country Tours, Opryland, Nashville. Info 3044/594-1157.

August 22

MICHIGAN SUPERCROSS
MRA. Chelsea Fair, Chelsea. Info 313/289-2100.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

August 23

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Speedway, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SUPERCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
MICHIGAN SUPERCROSS
• Michigan Fair SX C'ship Series. Hudsonville County Fair, Hudsonville. Info 616/924-0888.
NEVADA MOTOCROSS
• CMC/Answer Products/RK Chain Nite. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
PENNSYLVANIA SUPERCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
Lavalette Fire Dept., Huntington. Info 304/486-5244.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 23-25

PENNSYLVANIA ROAD RACE
WERA Pro Series/Ducati/WERA Pocono Cycle Jam. Pocono Int'l Raceway, Long Pond. Info 803/681-9372.

August 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALASKA MOTOCROSS
Alaska MC Racing Assn. State Fairgrounds, Anchorage. Info 907/694-2805.
CALIFORNIA STADIUM MX
• Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA DUAL SPORT
Suzuki Dual Sport Owners Club/CA Trail Rides. 500 USGP Dual Sport Ride. Glen Helen OHV Park, San Bernardino. Info 714/846-1241.
CALIFORNIA MOTOCROSS
• CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
INDIANA MILE
• AMA Grand Nat'l C'ship Camel Pro Series. Indiana State Fairgrounds, Indianapolis. Info 317/927-1482.
INDIANA MOTOCROSS
AMA/D-12 & 15/Reads Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
MICHIGAN DRAGS
AMRA C'ship Series. All Harley Drags Invitational. Northern Michigan Dragway, Copemish. Info 708/250-0838.
MINNESOTA SHORT TRACK
OTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-7818 or 560-0062.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/775-1955 or 729-5395.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motosports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
NORTH CAROLINA SUPERCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO POKER RUN
AMA. Mansfield MC clubgrounds, Mansfield. Info 419/524-1347.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
• AMA/D-27. Mt. St. Baker MC. Hannegan Speedway, Bellingham. Info 206/733-1694.
WASHINGTON SHORT TRACK
• AMA/D-27. Rainier Bowl, Rainier. Info 206/862-1199.

August 24-25

NEW YORK DRAGS
• Dragbike! USA Nat'l C'ship Series. 3rd Annual Can Am Cyclenationals. NY Int'l Raceway Park, Rochester. Info 315/735-1661.
OHIO MOTOCROSS
D-12 & 14/Glass City MC. Delta Motor Sport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
PENNSYLVANIA DRAGS
• HDRA 's 2nd Annual Can Am Nationals. Beaver Springs Dragway, Beaver Springs. Info 919/229-4877.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 25

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
ILLINOIS MOTOCROSS
Bloomington-Normal MC, Wapella. Info 309/467-3378.
IOWA SWAP MEET
J & P Promotions. 7th Annual J & P Rodeo & Parts Extravaganza, J & P Cycle Shop, Anamosa. Info 319/462-4605.
IOWA MOTOCROSS
K & C Racing, Inc. Berm Busters MX Park, Greenfield. Info 515/763-2461.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
IOWA SHORT TRACK
J & P Promotions. Mississippi Valley Fairgrounds, Davenport. Info 319/462-4605.
KANSAS MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Mohawk, Cheshire. Info 203/875-5757.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Slippery Rock, Gardner. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick.Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
• Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 601/393-0742.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
MISSOURI HARE SCRAMBLES
Missouri H.S. C'ship Series. Sedalia. Info 314/392-2475 or 417/865-5127.
MISSOURI MOTOCROSS
AMA/D-18/LOMX Racing. Lake Ozark MX, Osage Beach. Info 314/369-2779 or 369-2248.
NEVADA OT MOTOCROSS
• GFI/OT of NV. Fernley Track, Fernley. Info 702/322-4311 or 885-0233.
NEW JERSEY ENDURO
ECEA C'ship Series. Beehive Enduro. Competition Dirt Riders, Mauricetown. Info 609/327-5015.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. Little Genesee. Info 716/928-2837.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NEW YORK MOTOCROSS
WNYSC. Silver Springs MX, Rock Glen. Info 716/786-2157 or 594-8660.
NORTH CAROLINA MOTOCROSS
AMA/D-29. Devil's Ridge MX, Sanford. Info 919/776-2412.
OHIO CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Buckeye GNCC, Waterford. Info 304/594-1157.
OHIO MOTOCROSS
CRA. Moto X Ent., Lorain County Fair, Lorain. Info 216/948-1478.
OHIO HARE SCRAMBLE
CRA. Moto Sport Trails, Millport. Info 216/823-9069.
OHIO TT
Race 'em Chase 'em Promotions. Speedway 250, Cadiz. Info 216/339-7812.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco, Inc. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Ramblers MC, Hanover. Info 717/663-7708.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
AMA/S.E. Regional C'ship MegaSeries. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WEST VIRGINIA MOTOCROSS
C & M Prod., Inc. Birch River Raceway, Birch River. Info 304/872-2382.

August 25-26

MICHIGAN SUPERCROSS
• Michigan Fair SX C'ship Series. MSX, Stanton. Info 616/924-0888.

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The Senior/Vet Eastern National MX Championships

Sunday, September 15
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EK Chain ° FMF ° Fox ° Fredette Racing °
Gear ° KMX ° Kayo Corporation °
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The Racing Paper ° Tuf °
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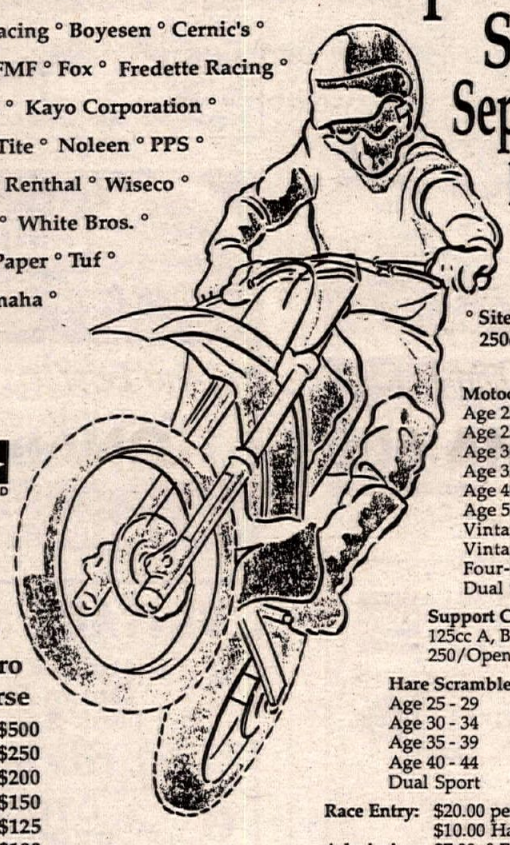
PJ1 ° Scott °
Yokohama



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Age 25 - 29 A and B
Age 30 - 34 A and B
Age 35 - 39 A and B
Age 40 - 44 A and B
Age 50 + Vintage pre 1980
Vintage pre 1975
Four-Stroke
Dual Sport

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250/Open A, B, C 24 and under

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3rd $200
4th $150
5th $125
6th $100
7th $75
8th $50
9th $30
10th $20

Hare Scrambles:
Age 25 - 29
Age 30 - 34
Age 35 - 39
Age 40 - 44
Dual Sport
Age 45 - 50
Age 50 +
Four-Stroke

Race Entry: $20.00 per class Motocross
$10.00 Hare Scrambles
Admission: $7.00 ° Free Camping

Practice: 8:00 am ° MX Races: 11:00 am ° Hare Scrambles: 4:00 pm
(after last MX moto; ride both events!)
* Special Senior/Vet practice at 4:00 pm Saturday

Also: Saturday, September 14 regular races
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State Championships for all ages
Practice: 9:00 am ° MX Race: 11:00 am ° HS Race: 1:00 pm

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Sun. Aug. 18 GP Sunrise Park
Outlaw
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Mon. Sept. 2 GP LA County Raceway
Desert Sun

Next Vintage Race
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8/17-18	Commotion By The Ocean IV
8/24	Saturday MX
8/31	No Race
9/7	Saturday MX
9/14	Saturday MX
9/21	Saturday MX

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National Motosport Association

Old Timers MX Association
Race Schedule
August 18
Sunrise Cycle Park, CRC GP
August 25
L.A. County Raceway, CRC MX
For Information Call Hot Line (213) 869-2299

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Orange County Fairgrounds, CA
8/16 Handicap & Scratch Racing
8/23 Summer Beach Bash
8/30 Fox Night
Info: (714) 492-9933

CALENDAR

August 28

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MOTOCROSS
FMC Series. Orange County Raceway, Orlando. Info 407/568-2271.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. MX 338, Southwick. Info 413/569-0777.
NEW YORK SUPERCROSS
• CVRA Motorsports. Eastern Outlaw Shoot-Out. Albany-Saratoga Speedway, Malta. Info 518/587-0220.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 29

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

August 30

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SUPERCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
IDAHO SHORT TRACK
• AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
IOWA SWAP MEET/SHORT TRACK
J & P Promotions. 3rd Annual Nostalgic M/C Flat Track Races/Chief Blackhawk Chapter Antique Club of America Nat'l Meet. Mississippi Valley Fairgrounds, Davenport. Info 319/462-4605.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
PENNSYLVANIA SUPERCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
Lavalette Fire Dept., Huntington. Info 304/486-5244.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

August 30-Sept. 1

CANADA ROAD RACE
RACE Castrol-Motoplan Canadian Nat'l C'ship Series. Shannonville Motorsport Park, Ontario. Info 613/966-4882 or 416/940-8873.
WASHINGTON MOTOCROSS
• AMA Amateur Days 8/30-31 - 125/500 Nat'l C'ship 9/1. Washougal MX Park, Washougal. Info 503/673-1671 or 928-4474.

Aug. 30-Sept. 2

MEXICO OFF ROAD
So. Cal. Off Road/Phantom Ducks. Rancho Santa Veronica Off Road Park, Tecate, B.C. Info 213/437-8466.

August 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Warrior Race Park, Warrior. Info 205/841-7538 or 647-0562.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX Track, Marysville. Info 916/695-2727.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS MILE
• AMA/IMDA. Regional C'ship rescheduled from 5/25. Illinois State Fairgrounds, Springfield. Info 217/753-8866.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEW YORK SUPERCROSS
• NYS Supercross C'ship. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports, Inc. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedwway, Canton. Info 216/837-5694.
OHIO SUPERCROSS
Professional SX Park, Lucasville. Info 614/259-4672.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
D-29. Low Country, Hardeeville. Info 704/732-8100 or 873-5083.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE MOTOCROSS
• Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

Aug. 31-Sept. 1

ALASKA MOTOCROSS
Alaska M/C Racing Assn. North Pole Raceway, Fairbanks. Info 907/694-2805.
CALIFORNIA ROAD RACE
AFM. Sears Point Raceway, Sears Point. Info 415/537-8208.
INDIANA MOTOCROSS
AMA/D-15 Indiana State C'ship. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
MAINE MOTOCROSS
EVMR Vintage MX Series/NEMA Mini Series. South Berwick. Info 207/384-5209 or 201/784-9854.
MISSOURI MOTOCROSS
AMA/D-18/LOMX Racing. Lake Ozark MX, Osage Beach. Info 314/369-2779 or 369-2248.
NEVADA OT MOTOCROSS
Internastional Oldtimers C'ship Series. Fernley. Info 702/885-0233 or 322-4311.
TENNESSEE DRAGS
• West Tennessee Sand Drags, Friendship. Info 901/656-2320.
WASHINGTON TT
AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

Aug. 31-Sept. 2

MICHIGAN MOTOCROSS
D-14. Mustang Acres, Brighton. Info 313/229-9719.
WISCONSIN DRAGS
• Labor Day Spectacular. Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 1

ALABAMA HARE SCRAMBLES
SERA C'ship Series. Birmingham. Info 601/843-3251.
ARIZONA DESERT RACE
ADRA International Desert Racing Series. 14th Annual Heber Labor Day 100. Heber. Info 602/274-0010.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal #1 North. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal #1 South. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA ROAD RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KENTUCKY HARE SCRAMBLE
Eagle Creek Park, Gardnersville. Info 606/472-3442.
MARYLAND MOTOCCROSS
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN SUPERCROSS
• Michigan Fair SX C'ship Series. Manistee County Fair, Onekema. Info 616/924-0888.
MISSISSIPPI MOTOCROSS
• Taz-Mania Motocross, Inc. New Albany. Info 601/534-2836.
NEBRASKA DRAGS
AMRA All Harley Drags. Nebraska Motorplex, Scribner. Info 402/476-3540.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Vintage Iron II, Allenstown. Info 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NEW YORK MOTOCROSS
• WNYSC Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA HARE SCRAMBLES
NCHSA Series. Super Bowl H.S., Denver. Info 704/483-4394.
OHIO MOTOCROSS
CRA. Amherst MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OHIO ENDURO
AMA/D-11/CERA. Chillicothe. Info 614/775-4694 or 774-4043.
SOUTH CAROLINA MOTOCROSS
D-29. Sanhills, Chesterfield. Info 704/732-8100 or 873-5083.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE SHORT TRACK
• Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 586-6677.
TENNESSEE MOTOCROSS
AMA. C'ship Challenge Series. Hidden Acres, Kingsport. Info 615/245-8987 or 323-5497.
TEXAS ENDURO
AMA/TSCEC/SEC. The Trailblazers Jimmy Jack Enduro. Crowley. Info 817/297-9646 or 831-2028.
UTAH ROAD RACE
USBA C'ship Series. Round IV Sprints. Bonneville Raceway, Salt Lake City. Info 801/979-9091.
VERMONT MOTOCROSS
VMA Series. Rider Hill. Info 802/525-6985.
WISCONSIN SHORT TRACK
• AMA/Badger Racing Assn. Wood County Fairgrounds, Marshfield. Info 414/699-3387.

September 1-2

KANSAS MOTOCROSS
KMSA/GNC Qualifier. Great Bend. Info 913/842-8272.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
OHIO MOTOCROSS
AMA/D-11. Dunlop/Ohio State C'ship. Kenworthy's GP Club, Troy. Info 513/335-4763.

September 2

ARKANSAS MOTOCROSS
Arkansas MX Assn. Burns Park, North Little Rock. Info 501/562-9448.
CALIFORNIA GRAND PRIX
• CRC. Desert Sun GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
PENNSYLVANIA MOTOCROSS
D-6 C'ship. Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.

September 4

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
MICHIGAN MOTOCROSS
MRA. Saline Fair, Saline. Info 313/289-2100.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 5

CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

September 6

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• AMA/D-36. Santa Maria Speedway, Santa Maria. Info 805/466-4462.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
DELAWARE SUPERCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
IDAHO SHORT TRACK
• AMA. Season C'ship. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.

MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC. Dash for Cash & O'Neal USA Nite. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 6-7

NEW YORK SPEEDWAY
• East Coast Speedway Nat'ls. American Speedway, Owego. Info 607/748-5929.

September 6-8

KANSAS ROAD RACE
• AMA Nat'l C'ship Road Race Series. Heartland Park Topeka. Topeka. Info 913/862-RACE.
NEVADA DESERT RACE
HDRA/SCORE International Desert Race Series. Nevada 500, Pahrump Station. Info 213/540-5001.

September 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
ARIZONA MOTOCROSS
• CMC 2nd Annual Copper State Classic C'ships. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura County Fairgrounds, Ventura. Info 805/656-1122.
CALIFORNIA SHORT TRACK
• R & D Racing Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-0827 or 4606.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Belleville. Info 618/277-3478 or 235-6666.
IOWA SUPERCROSS
• Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
KENTUCKY SHORT TRACK
WKCRA. Paducah. Info 901/642-0511.
MASSACHUSETTS ENDURO
NETRA Jr. Enduro C'ship Series. Kingsbrook, Palmer. Info 203/875-5757.
MINNESOTA SHORT TRACK
DTRA Series. Isanti County Fairgrounds, Cambridge. Info 612/560-7818 or 560-0062.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC Raceway, Harpursville. Info 607/775-1955 or 729-5395.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX, Morgantown. Info 704/584-2808.
NORTH CAROLINA STADIUMCROSS
• AMA/Sunbelt Motorsports Inc. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SHORT TRACK
Mansfield MC clubgrounds, Mansfield. Info 419/524-1347.
OHIO MOTOCROSS
D-12 & 14/Glass City MC. Delta Motorsport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO HARE-SCRAMBLE
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
• AMA/D-27/Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/733-1694.
WASHINGTON HARE SCRAMBLE
NMA C'ship Series. Golden Spike H.S. Stump Jumpers MC, Sultan. Info 206/724-7515.

September 7-8

CALIFORNIA DRAGS
• Dragbike! USA Nat'l C'ship Series. 14th Annual Westernationals. Bakersfield Raceway, Bakersfield. Info 315/735-1661.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
KENTUCKY DRAGS
PROSTAR M/C Drag Racing. Thunder Nat'ls. Ohio Valley Raceway, Louisville. Info 609/768-4624.
OHIO CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l Cross Country Series/D-11/JTM Promotions. Millfield. Info 614/653-7395.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 8

ALASKA MOTOCROSS
Alaska Racing Assn. Kincaid Park, Anchorage. Info 907/694-2805.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Dez Sprint H.S. Plaster City West, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal #2 South. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CCALIFORNIA TRIAL
AMA/PITS. Rad Rock Trial. Donner Ski Ranch, Truckee. Info 916/965-9651 or 723-9560.
COLORADO TT
Mad Max. Dacono. Info 303/427-7343 or 857-2307.
IOWA TRIALS
All Iowa Trials Riders Assn. Newton. Info 515/792-0207.
IOWA HILLCLIMB/
SWAP MEET
J & P Promotions Rodeo & Parts Extravaganza. J & P Cycles Store, Anamosa. Info 319/462-4605.
IOWA YSR RACE
Midwest YSR Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
MASSACHUSETTS ENDURO
NETRA C'ship Series. North Mountain Enduro, Windsor. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick. Info 413/772-0685.
MASSACHUSETTS MOTOCROSS
NEMA Series. Middleboro. Info 207/384-5209 or 763-8948.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Scott County Fairgrounds, Jordan. Info 612/593-1283.
MICHIGAN MOTOCROSS
MRA. Log Road MX, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
MISSOURI HARE SCRAMBLES
Missouri H.S. C'ship Series. Canton. Info 314/392-2475 or 417/865-5127.
NEVADA MOTOCROSS
• CMC Trans-Cal #2 North. Silver State MX, Carson City. Info 916/544-0548 or 702/883-6111.
NEW HAMPSHIRE TURKEY RUN
NETRA Series. Ammonoosuc River T.R., Swiftwater. Info 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK MOTOCROSS
WNYSC/2nd Annual Scott USA Day. Hunt Racing, Inc. Hunt. Info 716/476-2697.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. South Edmeston. Info 607/847-6520.
NEW YORK HALF MILE
AMA/Square Deal Riders MC. Afton Fairgrounds, Afton. Info 607/775-1955 or 729-5395.
OHIO MOTOCROSS
State C'ship Series/D-12 & 14/Glass City MC. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO HARE SCRAMBLES
CRA. Broken Spokes, New Philadelphia. Info 216/262-4945.
OHIO MOTOCROSS
CRA. Fall MX Series. Western Reserve MC, Salem. Info 216/337-8077 or 337-8005.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
PENNSYLVANIA MOTOCROSS
Bellco, Inc. Steel City USA, Delmont. Info 304/594-1157.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 901/987-3029.
VIRGINIA MOTOCROSS
D-29 Fall Series/Victory Sports. Pro Sport MX, Wytheville. Info 704/732-8100 or 873-5083.
WISCONSIN MOTOCROSS/
SHORT TRACK
AMA/D-16/Aztalan Cycle Club. Clubgrounds, Lake Mills. Info 414/786-4420 or 478-2384.

September 11

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 12

COLORADO TRIALS
AHRMA Vintage Trials Series. Steamboat Springs. Info 209/252-9053.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

IN THE WIND By Papa Wealey

Continued from page 4

take advantage of the release from restricted use of highly developed and very user-friendly gear from the car world. The kit, by PI Electronics of Cambridge, proved immediately beneficial, not least by boosting Schwantz's morale. He had been feeling left behind by the advanced custom-made equipment used by Wayne Rainey on Team Marlboro Roberts, and admitted: "It was a condition of my signing on for two more years that we would get equipped with computer gear — but I didn't expect it to happen so quickly."

Politics did a lot more than merely simmer at the British GP, although not much actually happened — not above ground, anyway. The first story to break was one linking the name of **Ion Tiriac**, former tennis star and now sports magnate, manager of Boris Becker among other things, with the rumored breakaway World Series. Tiriac did not deny that he was considering developing the idea, presumably on behalf of Bernie Ecclestone. Ecclestone was not to be seen, but was represented by lawyer Max Mosely, who was his right-hand man in FOCA when he seized control of F1 car racing. But he merely said that he was just there to have a look, and that there were so many differences between the diverse interests on the track in all the GP classes and the 12-odd teams who made up FOCA that he couldn't draw any direct parallels.

Controversial FIM president Jos Vaessen was again keeping a low profile in England, but **Jo Zegwaard** did the opposite, calling a press conference to answer any questions about the FIM. Instead, he stonewalled bravely and defiantly over most controversial matters, earning the most kudos simply for having the courage to take to the stage to face his critics. On the question of the four-strokes in the 500cc class, he shrugged aside the three factories' request to maintain the status quo, and said: "We are waiting to see if there are any better ideas." He refused to name any of the factories he claimed were behind the four-stroke move, and was embroiled in a stand-off with the Italian press he had falsely accused of dishonesty.

On the rumbling **Brazilian GP** disaster, Zegwaard explained how the FIM's hands were tied by the regulations, and they had no possible grounds to cancel the race. The normal deadline for having the track in homologated condition way in advance of the event (the rule that threw a costly wrench in the works at Eastern Creek) had been waived by presidential decree, he said; but in all other matters they were bound by the rule book. But the FIM was sending

Continued on page 55

U.S. GP saved by last-minute agreement

Georges Jobe and Jacky Martens and all of the other riders and teams in the World Championship 500cc MX Series had to wait until six minutes before the start of the August 11 Luxemburg GP, in which Jobe won the series title, to find out whether or not the race would be the final round of the series. A last minute agreement ensured that the August 25 U.S. GP would close out the series.

What led to the possible dropping of World Championship status from the U.S. event was a question of travel money. Although a number of riders had tried as a matter of routine to obtain an increased travel indemnity for the Glen Helen U.S. 500cc MX GP from Roger DeCoster, who was recently in Europe on the behalf of U.S. GP promoter Motolink to sign riders up for the American round, all of the top riders had already made arrangements to travel to California, with the exception of the injured Kurt Nicoll and fellow Brit Mervyn Anstie, who has not been performing well. According to Motolink's Yvonne Baumann, the riders had agreed to a $1500 travel indemnity.

"The riders were very content with that amount," said Baumann.

But as the Luxembourg GP was preparing to begin, an emergency meeting in Geneva, Switzerland, of the FIM Executive Council, comprised of FIM president Jos Vaessen and vice-presidents Francesco Zewrbi and AMA President Ed Youngblood, was deciding whether to deprive the Glen Helen event of championship status.

Jury president Albert Hofhuis explained: "At the CMS (the FIM's motocross commission) meeting in February 1990 we reworded the regulation concerning the travel arrangements for overseas GPs and in the minutes of the meeting it was specifically mentioned which GPs would be considered to be 'overseas' in 1991, namely the three Latin American GPs, Japan and the GPs in the USA," Hofhuis began.

"These organizers are required to pay the airfare of the top 15 riders, their mechanics and 300 kilograms (660 pounds) freight. DeCoster has offered them $1500. I understand that air travel can be obtained for $900 a head and air freight would be around another $550, which makes a total of $2350."

According to Baumann, special airfares had been arranged through American Airlines, an event sponsor, lodging provided for some contestants, plus DeCoster has made special arrangements to supply machinery through dealerships for many of the riders, all in addition to the start money.

"I made it clear to Mr. Vaessen that I must have a decision one way or the other before the first race (in Luxembourg)," said Hofhuis. "We cannot expect Jobe and Martens to go out racing for the title without knowing if there is another round or not after today. This morning the Executive Council advised the AMA that the FIM rules must be followed, and the AMA finally agreed to these terms at 1:24 p.m. (European time)."

As a result, Motolink will have to pay an additional $12,000 in travel indemnities to the riders.

"The FIM basically said either pay (the extra amount) or we'll cancel the event," said Baumann. "We didn't want to let anybody down."

Rumors were started prior to the Luxembourg GP that the AMA would withdraw from the Motocross des Nations if they were forced to accept the more expensive terms for the GP, but they were just rumors.

"We're not pleased with the settlement," said AMA Communications Manager Bill Amick, "but we won't use that as leverage, it's not appropriate. It's our intention to send a team (to the Motocross des Nations). It (the team) hasn't been entered yet since we haven't made a decision on exactly who will ride. But we will talk seriously about our future involvement in World Championship MX."

Quik Shop

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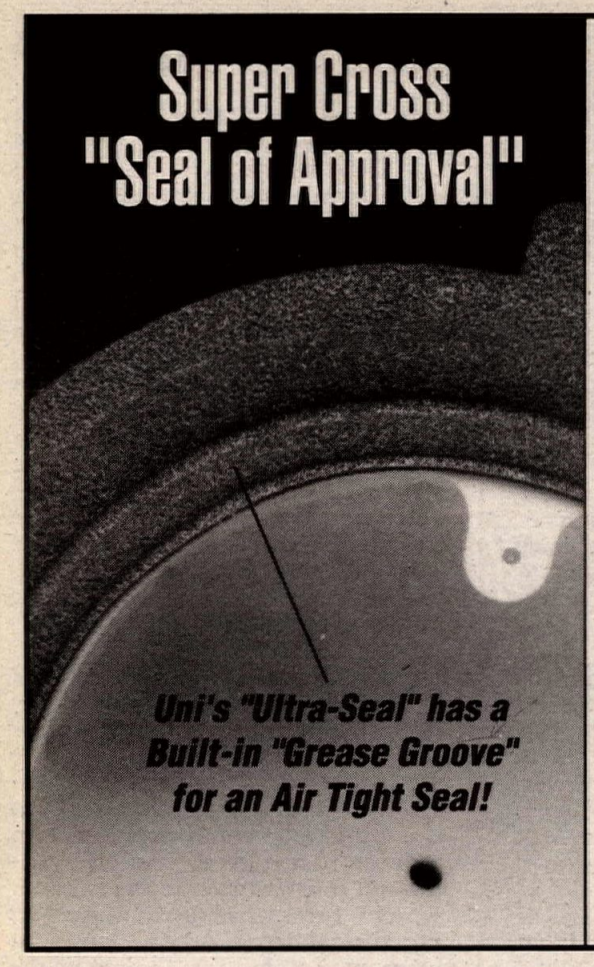

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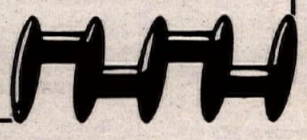

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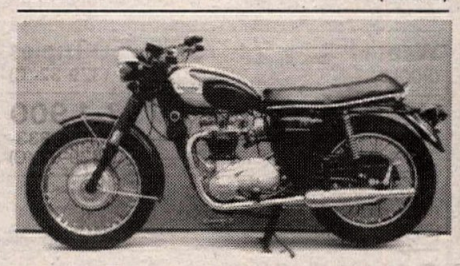

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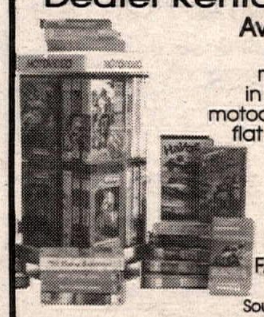

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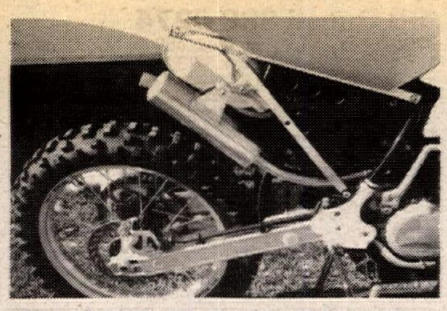

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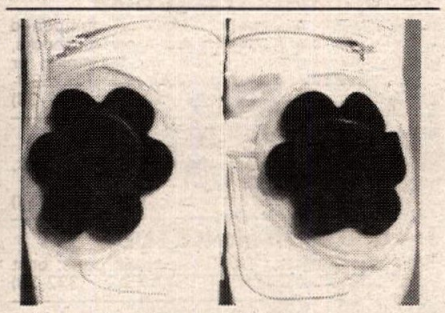

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IN THE WIND By Papa Wealey

Continued from page 49

another representative, safety officer Hans Bahmer, to make yet another track inspection, and they would make a final decision on the basis of his report, expected shortly. Privately, however, it was clear that the Brazilian GP is effectively off, since no promoter would continue with his investment after the teams had decided not to attend. Bahmer's role is that of hatchet-man and diplomat, who will try and find a way of calling the race off with a minimum loss of face for all concerned.

Assen is currently top of the list as an alternative venue to take the place of the Brazilian GP. Zegwaard said that an announcement would be made next week, but the Dutch were understood to be ready and willing to step in and take the September date, to maintain the number of GPs on the calendar.

Jos Vaessen's fact-finding mission to Japan at the weekend of the Suzuka Eight-Hour left him in absolutely no doubt over the **reaction of the Japanese factories** currently involved in racing to the proposal to replace the current V-four 500s with four-cylinder four-strokes. Earlier, the FIM had suggested that the factories were merely paying lip-service to the notion of maintaining the current formula to satisfy their customers, the racing teams. It seemed the FIM had divined the true intentions of the factories to be quite different. Now a letter signed by senior directors of the Honda Motor Company (Takeo Fukui), the Yamaha Motor Company (K. Nomura) and Suzuki Motor Corporation (Mitsuo Ito) stated clearly: "We require the continuation of the existing two-stroke regulations for several years and will endeavour to increase our participation in the class." The letter said that the big three considered the FIM's role was to retain the status of the 500s as the most important class in racing, and added that the FIM's decision to introduce four-stroke engines would not achieve this goal. "It is therefore of no interest to Honda, Yamaha and Suzuki."

Perhaps the most **important message** contained in the letter from the manufacturers was its opening one: "As motorcycle manufacturers we at Honda, Yamaha and Suzuki have been cooperating with the FIM for many years, and will do so in the future." That can be interpreted as a vote of confidence in the Switzerland-based motorcycle race governing body and should give those looking to break away from the FIM reason for concern.

NAMED: MGROUP Motorsports Marketing ltd., by KTM America to handle their marketing communications program in the U.S. The Cleveland-based agency will also be structuring a corporate sponsorship program for KTM's factory-backed racing team, Team KTM.

STOLEN: A set of Daito (The Bike) leathers from the Fast By Ferracci garage at Mid-Ohio over the August 2-4 AMA National weekend. The leathers belonged to Stephen Mathews and his name is on the back, just below the Fast By Ferracci logo. The leathers are red, pearl white and green with vent holes covering most of the front. Moto Liberty was written down both arms and Fast By Ferracci down both legs. If you have any information that could lead to the recovery of the leathers, call Mathews at 404/873-5963, Sgt. Richard Braddock of the Morrow County Sheriffs Department at 419/946-4444 or Fast By Ferracci at 215/657-1276.

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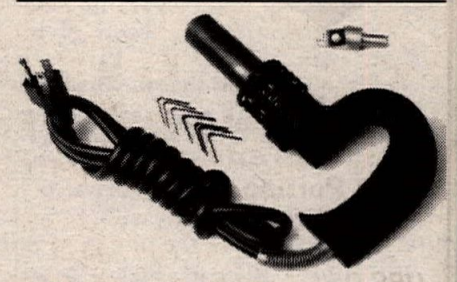

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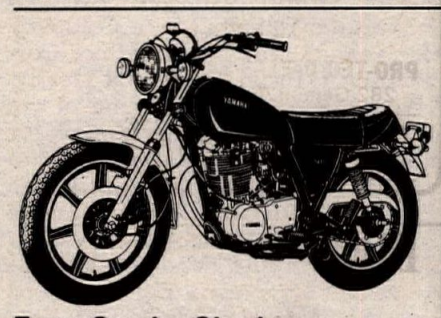

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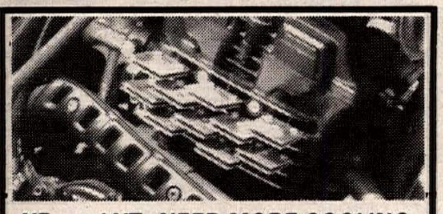

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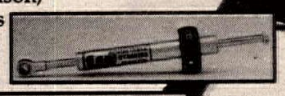

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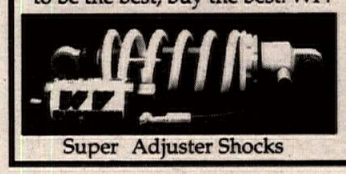

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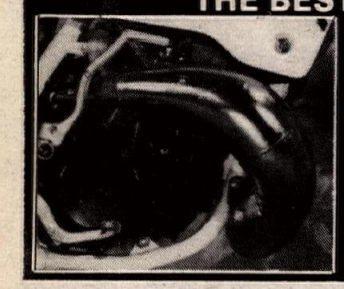

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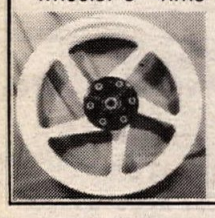

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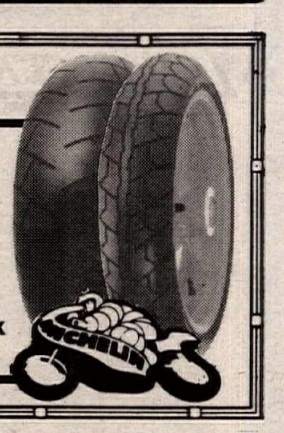

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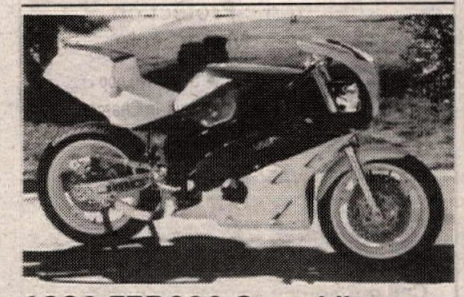

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RESULTS

Motocross
Sacramento Rcwy Pk
Sacramento, CA
Aug. 2
By Jennifer Trimp

50 STK
Kellen Chadwick Yam
Nathan Mitchell Yam
Matthew Bainard Yam
Vincent Blair Yam
Robbie Lawrence Suz
50 MOD
Randy Norman Yam
Jason Waite Yam
60
Kevin Christensen Kaw
Rnady Norman Kaw
Jason Evans Yam
Jacob Gregg Kaw
Chris Silva Kaw
80 BEG
John Schwindt Kaw
Daniel Hernandez Suz
Tim Dughman Yam
Ryan Armstrong Yam
Chris Glaser Kaw
80 JR
Eric Steinbrecher Suz
80 INT
Kenny Davis Suz
125 BEG D-1
Matt Kreeger Hon
Robert Runkle Hon
David Krupp Hon
Norick Abe Hon
Curtis Tackley Kaw
125 BEG D-2
Norick Abe Hon
Matt Kreeger Hon
David Krupp Hon
Robert Runkle Hon
Chris Vendley Hon
125 JR
Kenny Davis Hon
Keith Mayes Kaw
Casey Jones Suz
Jason Mathews Hon
Casey Shott Yam
250 BEG D-1
Kenny Miller Hon
Skip Guerra Hon
Devin Cole Yam
Adam Lebya Hon
Dan Niles Yam
250 BEG D-2
Mark Foti Yam
Wes Hammon Hon
Mike Esquer Kaw
Jim Landers Hon
Chris Monterosa Kaw
VET Jr
Jim Breneisen Suz
Tony Patterson Kaw
Greg McKenzie Yam
Jack Wheeler Yam
Donna Mitchell Suz
500 BEG
Earle Pearson Kaw
George Edwards Suz
Bobby Bondurant Kaw
Jerry Bettencourt Kaw
250 JR
Keith Mayes Kaw
Greg Norman Hon
VET EX
Pete Gondry Hon
INT
Mike Graves Kaw

Motocross
Barona Oaks Rcwy
Barona Oaks, CA
Aug. 4
By Dana Van Noordt

P/W
Eric Wood Yam
John Hopkins Yam
Corey Macomber Yam
Anthony Bruscilla Yam
John Richardson Yam
P/W STK
John Hopkins Yam
Corey Macomber Yam
James Berg Yam
Travis Bennis Yam
Brandon White Yam
JR CYC MOD
Derek Chase Kaw
Bryan McGarran Kaw
Sean Hamblin Kaw
Steve Yurkivic Kaw
JR CYC STK 0-8
Sean Hamblin Kaw
John Hopkins Kaw
Eric Wood Kaw
Derek Berg Kaw
Eddiw Arechette Kaw
JR 9-11
Scott Conley Kaw
Derek Chase Kaw
Bobby Beaupre Kaw
Bryon McGarron Kaw
Jennifer Nelson Suz
80 9-11 STK
Jiri Dostal Suz
Daniel Norman Suz
Scott Conley Kaw
Derek Chase Suz
Bret Thornton Suz
80 NOV STK
Tim Tilton Suz
Aaron Preman Suz
Bryan Currie Suz
Johnathan Wdowiak Suz
Cory Bender Suz
80 INT
Tyler King Kaw
Dustin Nelson Suz
80 BEG
Charlie Andrews Suz
Colby Raymond Suz
Tim Beatty Suz
Manny Arias Kaw
Rusty Perkins Kaw
S/MINI
Tyler King Kaw
Dustin Nelson Suz
Giri Dostal Suz
Josh Tarantino Suz
Sonny Sinay Kaw
125 BEG
Jason McDermott Hon
Zachary Hoffowen
Tham Burcham Hon
Josh Williams
Paul Leary Kaw
125 NOV
Mike Van Noordt Suz
Chris Wheeler Yam
Brian McDuffee Hon
Gabrial Bolivan Yam
Mark Torres Kaw
125 INT
Dennis Dahlin Kaw
Ted Weeks Hon
125 NOV MOD
Angelo Ingrande Kaw
Mike Van Noordt Suz
Chris Wheeler Yam
Greg Burchell Kaw
Tyler Solleder Kaw
250 NOV
Jason Trottier Yam
Mike Williams Kaw
Steve Rich Kaw
250 INT
Dennis Dahlin Kaw
Kory Byers Kaw
VET
Donald Connelly Suz
Dale Anderson Hon
Chuck Weller Yam
Jesus Casellas Suz
Greg Rader Hon

Motocross
Frozen Ocean MX Pk
Auburn, NY
July 28
By T. Seller

125 EX
Billy Silvarole Yam
Quinn Bentley Kaw
Rob Nessel Kaw
Mike Corning Kaw
SR MINI
Scott Ghidiu Kaw
Scott Rockwell Suz
Nick Serbu Suz
JR MINI
Erik Withey Kaw
SR MINI NOV
Jared Proper Suz
Dan Hubler Suz
Tom Lake Kaw
Brad Storett Suz
Dare Thomas Kaw
250 AM
Justin Berg Hon
Ben Trask Hon
Jason Langley Hon
Jeff Frutchey Yam
Mike Brady Kaw
OPEN NOV
Todd Langios Kaw
Rob Stilwell KTM
Jeff Byrd Yam
Jason Little Yam
Brian Dean Suz
250 EX
Chris Coleman Yam
Bruce Stratton Yam
Greg Nelson Suz
Richard Clarke Suz
Paul VanHaizon Kaw
50
Justin Murray Mot
Bobby Silvarole Yam
Mike Silvarole Yam
Lonny Thruston Hon
Bryan Scaglione Suz
SCHBY
Wayne Scott Hon
Rich Daly Yam
Scott Ghidiu Kaw
Greg Frutchey Kaw
Paul Turo Suz
PLUS 25 EX
Greg Nelson Suz
Doug Fleming Kaw
Mike Corning Kaw
Gene Hickman Kaw
Tim Lariviere Hon
PLUS 25 AM
Joe Brilla Kaw
Rich Fields Kaw
Dan Murphy Kaw
Leon Whaley Kaw
Eric Leisner Hon
200 NOV
Bill Toomey Yam
Todd Langlois Kaw
Dave Carruthers Suz
Chad Bricher Suz
Jason Tyminsei Kaw
VINT
Brian Stickles Hon
Tracy Updike Hon
Gary Bush Kaw
Dave Sherwood Kaw
Dan Fields Suz
OPEN AM
George Austin Kaw
Tom Tutt Hon
125 AM
Wayne Scott Hon
Jon Rightmire Suz
Rob Brown Kaw
Rich Daly Yam
Justin Berg Kaw
OPEN EX
Doug Fleming Kaw
Mike Murray KTM
Mark Kawryga Hon
Jeff Cheney Kaw
Tony Whaley Hon
SR AM
Steve Brand Suz
Bryan Macyszek Hon
Terry Hoatland Suz
Kevin Amo Kaw
Steve Haskell Suz
SR EX
Dan Fields Kaw
Mike Murray Kaw
Gene Nighman Kaw
Rick Bisson Hon
S/SR
Tom Ghidiu Kaw
Leon Whaley KTM
T. Seller Kaw
Mike Huber Hon
Dwayne Berg Kaw

Motocross
Central Mississippi MX Association
Pearl, MS
July 28
By Luther Stowers

BEG
Patrick Kelly
Ricky Jackson
Robbie Kersh
SR
Jimmy McNair
Roger Hairford Hon
250 INT
Lee Bounds Hon
Mark Lowry Kaw
MIXED OPEN
Lee Bounds Hon
Johnny Overby Kaw
Mark Lowry Kaw
60
Sidney Overby Kaw
Chris Dawson Kaw
250 NOV
Randy Dawson Kaw

Supercross
Memphis MX Pk
Millington, TN
Aug. 3
By Judy Sides

50 MINI
Dallas Williams Yam
Brian Spahr Yam
Brett Coleman Itj
Christopher Anderson Suz
Sarah Smith Yam
60 MINI
Scott Spahr Kaw
Michael Bringle Kaw
Chris Smith Kaw
Kevin Lambert Yam
Chaz McCraken Hon
80 SR
Joe Gurley Hon
Bradley Ballentine Kaw
Paul James Suz
Kevin Clark Kaw
Cameron Parker Kaw
80 JR
J.J. Lipe Kaw
David Bringle Kaw
125 BEG
David Staggs Hon
Tony Brocato Hon
Corey Forsythe Suz
Rickey Jones Hon
David Barnhart Hon
125 NOV
Eric Jordan Hus
Quinn Cain Hon
Charles Stracener Hon
Austin Waits Hon
Jerry Anderson Hus
125 INT
Jason Sides Hon
Danny Akins Hon
250 BEG
Robert Smith Yam
Alan Hamilton Yam
Ken Wilkins Hon
Todd Ashabranner Suz
250 NOV
Lee Burks Hon
austin Waits Hon
Quinn Cain Suz
250 OPEN BEG/NOV
Barton Ligon Yam
Brooks Holcomb KTM
250 INT/OPEN
David Burnett Hon
Jason Sides Hon
Scott Morris Kaw
SR +25
David Burnett Hon
Jim Batey Hon
Fletcher Lambert Hus
Brooks Holcomb KTM
TR/ENDR
Jim Batey Hon
Steve Weekley Hus
Mark Coleman Kaw
Mike Stinson Kaw
Tom Sullivan Suz

Hare Scrambles
Eagle Creek
Gardnersville, KY
Aug. 4
By Evelyn Darlington

O/A
Barry Howard Hon
125
Gary Smith Hon
Randy Lester Hon
Davey Perkins Kaw
Danny King Hon
200
Bill West ATK
Bryan Young KDX
Guy Stump KDX
Rod Overstreet Kaw
250
Jerry Hardin Yam
Ron Kersey Yam
Mike Davis Hon
Ryan Rainwater Suz
OPEN
Chris Burke KTM
OPEN SR
A.J. Spicer ATK
Keith Morgan KTM
Tom Farwell ATK
S/SR
Bob Thomas Hon
Ronnie Burch Hon
4-STRK
Rick Nowak Hon
Matt Berry Hon

Road Race
Talladega GP Raceway
Talladega, AL
Aug. 4

B S/STK
Billy Eisenacher Hon
Grey Mathews Hon
Jerry Wallace Hon
Eric McDowell Suz
Morris Foor Yam
A S/STK
Eric McDowell Suz
Jerry Wallace Hon
Morris Foor Yam
VINT
Jonathan Creel Yam
Bill Lockie Yam
Walt Schaefer H-D
Richard Gruttn Kaw
Charles Dildy Suz
C PROD EX/NOV
Jack Dupree Yam
Kurt Dean Yam
Kevin Roberts Yam
Brian Jones Yam
Patrick Ludwig Hon
A PROD EX/NOV
Brett Harrelson Kaw
Keivn Roberts Yam
Joe Cheshire Suz
Eric McDowell Suz
David Maly Suz
F-3 EX/NOV
Kent Soignier Hon
Jim East Kaw
John Hodgkiss Yam
Fer Appel Kaw
Ed Bruner Kaw
C S/BK EX/NOV
Billy Eisenacher Hon
Chuck Huneycutt Hon
Glenn Cooper Yam
Jerry Wallace Hon
Kurt Dean Yam
F-OPEN
Jack Dupree Yam
Andrew Perkins Yam
CLBMN EX/NOV
Kent Soignier Hon
John Blake Suz
Jim East Kaw
Jonathan Creel Yam
Paul Wright Yam
B S/STK EX
Billy Eisenacher Hon
Grey Mathews Hon
Jerry Wallace Hon
Eric McDowell Suz
Morris Foor Yam
A S/BK
Keith Badger Hon
Eric White Suz
Paul Wright Suz
Brett Johnson Suz
Don Taylor Yam
D S/BK
Robert Marsh Yam
Scott Hatten Yam
Rod Gass Yam
Jonathan Creel Yam
Howard Whitt Yam
B S/BK EX/NOV
Keith Badger Hon
Eric White Suz
Brett Johnson Suz
Jerry Wallace Hon
Kris Badger Yam
F-2 EX/NOV
Andrew Perkins Yam
Rick Guy Yam
Robert Marsh Yam
Rod Gass Yam
Howard Whitt Yam

Motocross
Sacramento Rcwy
Sacramento, CA
July 26
By Jennifer Trimp

50 STK
Nathan Mitchell Yam
Anthony Scarponi Yam
Kellen Chadwick Yam
Mathew Bainard Yam
Robby Lawrence Suz
50 MOD
Randy Norman Yam
Justin Guzman Yam
Jacob Overle Yam
Jason Waite Yam
60 0-8
Randy Norman Kaw
Jacob Gregg Kaw
Chris Silva Kaw
Joe Patterson Kaw
60 9-11
Robert Blake Kaw
J.J. Cummings Kaw
Kevin Christensen Kaw
80 BEG
John Schwindt Kaw
Tim Dugham Yam
Chris Glaser Kaw
Ryan Armstrong Yam
Glen Williams Yam
80 JR
Dennis Springs Kaw
Martin Puente Hon
Eric Steinbrecher Suz
Ben Shank Suz
125 BEG D-1
Chad Blake Hon
David Krupp Hon
Russ Grazil Suz
Matt Kreeger Hon
Brian Roberts Yam
PRO
Eric DuCray Hon
Mike Newman Hon
INT
Mike Graves Kaw
Josh Boykin Hon
125 BEG D-2
Matt Kreeger Hon
Norick Abe Hon
David Krupp Hon
Chris Glaser Kaw
Robert Krupp Kaw
125 JR
Jason Garcia Hon
Andy Cabato Hon
Shawn Glidden Hon
250 BEG
Kenny Miller Hon
Roger Newman Hon
Mark Foti Yam
Wes Hammon Hon
Chris Monterrost Kaw
250 JR
Robert Pacillas Yam
500 BEG
George Edwards Suz
Earl Pearson Kaw
Robert Woerle Kaw
Jerry Bettencourt Kaw
Doug Montague Hon
VET JR
Tony Patterson Kaw
Tim Ketcham Hon
Gerry Woodall Kaw
William Artua Hon
Greg McKenzie Yam

Half Mile
Goshen Iron Horsemen
Elkhart County Fair
Goshen, IN
July 27
By Robert Chenowith

60
Roger Hayden Kaw
Brandon Dillon Kaw
Randy Hendrixson Hon
Bryon Weaver Suz
80
Jenny Hayden Yam
Bryan Bigelow Kaw
Roger Hayden Yam
Chad Ryan Hon
125
Bryon Bigelow Yam
Jenny Hayden Yam
Giancarlo Giannini Kaw
Frankie Carver Yam
Nicky Hayden Yam
250
Tommy Hayden Yam
Patrick Towler Hon
Philip Palmer Hon
William Couvelis Hon
Nicky Hayden Yam
360
Tracey Westbrook Yam
Danny Smith Bul
David Gill Bul
William Couvelis Bul
Thomas Towler Suz
500
Philip Palmer Hon
Paul Morgan III Yam
Chris Moore Rtx
Jack Myer Rtx
Tommy Hayden Rtx
SR
Wayne Stratton H-D
Jack Myer Rtx
Patrick Towler Yam
Kenneth Saillant Yam
Lawrence Schaidt III Rtx
OPEN
Patrick Buchman H-D
David Morgan
Robert Tripp III Rtx
Wayne Stratton H-D
Jeff McDowell Rtx

Motocross
White Oak MX
Fredericksburg, VA
July 28
By Caryl Pigg

125 A
Chris Taylor Yam
Jamie Frazier Hon
Kevin Mustain Yam
Mike Richards Hon
Billy Piercy Hon
250 A
Mick Pentoney Hon
Chris Taylor Yam
Michael Crocker Hon
Scott Blend Suz
Kevin Mustain Yam
250 C
George Heatwide Yam
Daniel Sellner Kaw
Jason McCulley Hus
Shawn McDaniel Kaw
Jerry Colluck Hon
125 B
Charlie McCallister Hon
Jason Conlon Suz
Brian Nast Kaw
Billy Chamberlain
Tres Bruce Kaw
SR +40
Tommy Shelton Yam
Joseph Conlon Suz
Dean Owens Hon
250 B
Donnie Miller Yam
Jason Conlon Suz
Kevin Branch Hon
John Basten Yam
Stacey Redifer Yam
125 C
Matt Jording Kaw
Cory Barnhardt Hus
Robert Phillips Hon
Damon Powell Kaw
Joseph Balas Hon
OPEN B
John Chiasson Kaw
Henry Wilson Hon
Michael Franch Kaw
Lewster Mathews Hon
Galan Holsley Kaw
SR+30
A.C. Bruce Kaw
Alan Kocotas Hon
Gary Morris Yam
Mike McIntire Yam
Chris Farmer Yam
50
Brandon McBeath Yam
Stephen Grimer Yam
60
Michael Ford Kaw
Brandon Hume
Mark Dashell Kaw
Noah Turnblow Hon
JR MINI
Michael Ford Kaw
SR MINI
Cecil Williams Kaw
Ashley Bruce Suz
Richard Stine Kaw
Travis Dashiell Kaw
Neil Shelor Hon
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Claude Willett
Doug Poe Kaw
Alan Kocotas Hon
A.C. Bruce Kaw
Jim Cheasson Kaw

Motocross
Sprout Patch Competition, Inc.
Billings, MO
July 27
By Gale Boswell

80
Nathan Hammond Suz
Daniel Lariviere Kaw
Brandon Behling Kaw
125 BEG
Mike Adamson Kaw
Johnny Harris Yam
Kevin Forkner Kaw
Dustin Taylor Yam
Terence Pinkston Yam
125 NOV
Shawn Wright Kaw
Eugene Spreutels Kaw
Clinton Vance Kaw
250 BEG
Eric Golden Yam
Mike Williams Hon
Rex Evans Kaw
Steve Spencer Yam
Brent Perkins Hon
250 NOV
Shawn Wright Kaw
Mike McCutcheon Kaw
Doug Gere Kaw
Paul Heisner Yam
Kevin Swindle Yam
OVER 30 A
Mike McCutcheon Kaw
Larry Wayt Yam
OVER 30 B
Gary Long Yam
David Ferrell Kaw
Ron Shreve Kaw
Calvin Taylor Kaw
Tony Lee Yam

Motocross
Swan MX Park
Tyler, TX
July 28
By Kat Spann

50
Mitchell Laurens Yam
Jared Waggey Yam
Dallis Clark Yam
Andrea Holbert Yam
Jesse Moore Suz
60
John George Kaw
Sam Coker Kaw
Eric Hodge Kaw
Jimmy Booth Kaw
Jeff Middleton Kaw
80 BEG
Shane McCullough Kaw
Jason Cook Kaw
Tommy Brock Suz
Ron Daniel Suz
Sam Coker Kaw
80 NOV
Kristy Shealy Suz
Travis Spann Suz
Chris Piccola Kaw
Robbie Stoff Hon
Johnny David Kaw
80 INT
Kevin Windham Kaw
Freddie Mitchell Suz
Josh Valure Hon
80 OPEN
Kevin Windham Kaw
Josh Valure Hon
Josey LeBlanc Hon
Travis Spann Suz
Shad Morris Kaw
WMN
Nadine Holbert Yam
Kristy Shealy Suz
Tammy Slay Kaw
Ramona Hensley Hon
Nancy Lotta KTM
500 OPEN
Brook Mathews Kaw
Greg Dust Hon
Joey Hardin Kaw
Bubba Matthews Yam
Donald Nicholson Kaw
125 BEG
Allen Crick Yam
Brad Corder Kaw
Aaron Stanford Hon
Shawn Adams Kaw
Arthur Wilcox Hon
125 NOV
Ray Mitchell Hon
Randy Early Kaw
Mark Alleman Kaw
James Stubblefield Yam
David Holloman Hon
125 INT
Joey Pratt Kaw
Brian Carlson Kaw
Kevin McDonald Hon
Brook Fluker Kaw
Greg Gammons Yam
125 EX
Bret Beachamp Hon
Ty Harris Kaw
Chad Montero Hon
Jason Krempin Hon
Craig Mayhan Kaw
125 OPEN
Joey Pratt Kaw
Ray Mitchell Hon
Mark Alleman Kaw
Randy Early Kaw
Allen Crick Yam
250 BEG
Ray Jennings Yam
James Stubblefield Hon
Steve Hensley Hon
Kirk Cook Yam
John Carter Kaw
250 NOV
Chad Plumlee Hon
Jason Artinger Hon
John Lincoln Kaw
Bubba Matthews Kaw
Todd Atwell Yam
250 INT
Todd Bates Suz
Brian Carlson Kaw
Jeff Schwirtz Hon
Lance Sewell Hon
Donnie Margraves Kaw
250 OPEN
Todd Bates Suz
Jeff Schwirtz Hon
Mike Shirley Kaw
Chad Plumlee Hon
Lorenz Wilkinson Kaw
250 OPEN EX
Chad Montero Hon
Jason Krempin Hon
Trey Clingfost Hon
Craig Mayhan Kaw
Hollywood Harris Kaw
0-30 AM
Greg Dust Hon
Clay Elliott Kaw
Nadine Holbert Yam
Gary Bean Hon
Sean Knaack Kaw
0-30 EX
Jerry Joiner Kaw
0-25 AM
Todd Jones Hon
Donnie Margraves Kaw
Ray Jennings Yam
Sean Knaack Kaw
Les Briscoe Yam
0-25 EX
Joey Hardin Kaw
David Wilson Kaw
Jerry Joiner Kaw
Jimmy Booth Hon
Todd Atwell Yam
0-40 AM
Gary Bean Hon
Jimmy Moore Hon
Mike Daniel Suz
Bob Patterson Hon

Motocross
Warrior MX Pk
Warrior, AL
July 27
By Gary Ross

JR MINI
Shane Ratcliff Kaw
SR MINI
Eric Elam Kaw
Todd Abbott Hon
Tim Castrone Kaw
Joey Johnson Kaw
125 C
Howard Hullett Suz
Johnny Hembree Kaw
Troy Miller Yam
Jason Turner Yam
Jimmy Stouall Hon
250 C
Scott Stone Yam
Jeff Knight Hon
Davy Duprel Hon
Mark Rusak Suz
Dan Burks Kaw
2 YR & OLDER
Scott Wade Hon
Willy Torgeson Suz
Ralph Jones Kaw
Jeremy Collins Suz
MONEY RUN
Scott Stone Yam
Todd Miller Yam
Michael Mims Yam
Bubba Bruce Yam
Troy Miller Yam

Motocross
Cedar Lake MX Pk
Memphis, TN
July 28
By Judy Sides

50 MINI
Christopher Anderson Suz
Brian Spahr Yam
Dallas Williams Yam
60 MINI
Scott Spahr Kaw
Stuart Cameron Kaw
Cody Rutherford Kaw
Michael Bringle Kaw
Chaz McCraken Hon
80 JR
Demarcco Guiden Hon
J.J. Lipe Kaw
Darrell Martin Yam
David Bringle Kaw
Jacob Taylor Suz
80 SR
Joe Gurley Hon
Bradley Ballentine Kaw
Paul James Suz
Jason Perry Hon
Brandon Taylor Hon
125 BEG
Jeff Roberts Hon
David Staggs Hon
Neal Rayford Hon
Corey Forsythe Suz
Jimmy Counce Hon
125 NOV
Eric Jordan Hus
Austin Waits Hon
David Reed Hon
Calvin Baker Hon
125 INT
Cary Morris Hon
Danny Akins Hon
Kevin Knight Hon
250 BEG
R.J. Scott Suz
Dimitri Harris Hon
Alan Hamilton Yam
Ken Wilkins Hon
Dennis Parmer Hon
250 NOV
Shawn Hugueley Suz
Lee Burks Hon
Quinn Cain Suz
Austin Waits Hon
Steve Speights Yam
250 INT
Cary Morris Hon
Ronnie Ray Suz
Fletcher Lambert Hus
Todd Mellott Hon
Kevin Knight Hon
TRAIL ENDR
Jim Batey Hon
Dakota Tapp Hon
Alan Hamilton Yam
S/SR
Ronnie Ray Suz
Gayland Bennett Hon
Pat Freiburger Hon
Roger Walker Suz
Steve Speights Yam

Road Race
Midwest YSR
Iowa Inter. Rcwy
Mashalltown, IA
July 28
By Allen Brugioni

TOP 5
Rick Bullock Yam
Allen Brugioni Yam
Paul Gardalen Yam
Steve Parson Yam
Bruce Franklin Yam

Motocross
Tri State M.C.
Butler, IN
July 28

125 A
Connie Fiest Yam
Jim Jones Suz
125 B
Bob Pryor Hon
Todd Meister Kaw
John Greeley Kaw
125 C
Kevin Hantz Hon
Kevin McGose Suz
James Reynold Suz
125 YTH
Ronnie Brown Yam
Corey West Kaw
Brian Trumbor Hon
16-24
Don Baker
250 A
Don Baker Hon
Jim Jones Suz
S/SR
Roy Maley Hon
Don Baker Hon
Robert Brown Hon
OPEN
George Myers KTM
Don Baker Hon
25+
Connie Fiest Hon
AUTO
Ritchey Moor
Derrick Dewitt
Blakley Jones
60
Mike Klinger Kaw
Ritchey Moore Suz
80 A
Jasson Snodgrass Yam
Corey West Kaw
Nicholas Jones Kaw
80 B
Jeromy Greene Kaw
Jeromy Brown Kaw
Nick Wintersmith Suz
250 B
Don Crisholm
Lloyd Swartout
Tim Suter
Bart Dewitt
David Carnes
250 C
Dave Eddy Hon

Motocross
Frozen Ocean MX Pk
Auburn, NY
July 27
By Carla Nelson

80
Scott Ghidiu Kaw
Nick Serber Suz
Scott Rockwell Suz
Jeff McMahon Kaw
Heath Wadhams Suz
125 NOV
Scott Ghidiu Kaw
Mike Morris Hon
Dominick Cittadino Kaw
Jason Baran Yam
Aaron Andreotta Kaw
125 AM
Wayne Scott Hon
Rich Daly Yam
Jon Rightmire Suz
Andy Brooks Yam
Steve Seiling Hon
125 EX
Chris Coleman Yam
Bruce Stratton Yam
Mike Dries Yam
Richard Clarke Suz
Rick Maxson Suz
250 AM
Lance Camp Kaw
Ben Trask Hon
Jason Scarpulla Yam
Michael Shortsleeve Suz
Jeff Frutchey Yam
250 EX
Chris Coleman Yam
Bruce Stratton Yam
Richard Clarke Suz
OPEN NOV
Gary Bush Suz
Bruce Wilkes Hon
Brian Dena Suz
Jason Little Yam
VINT
Dan Field CZ
Joe Billo Yam
Rich Field CZ
SR
Dan Field Kaw
Brian Broadwell Suz
Bruce Stratton Yam
Terry Hoatland Hon
Stephen Brand Suz

Motocross
Frozen Ocean MX Pk
Auburn, NY
July 28
By Carla Nelson

50
Justin Murray Mot
Bobby Silvarole Yam
Mike Silvarole Yam
Lonny Thurston Hon
Corbin Douglas Yam
JR MINI
Erik Withey Kaw
Bobby Silvarole Kaw
SR MINI NOV
Jared Proper Suz
Dan Hubber Suz
Tommy Lake Kaw
Brad Storett Suz
Dave Thomas Kaw
SR MINI
Scott Ghidiu Kaw
Scott Rockwell Suz
Nick Serbu Suz
Jeff McMahon Kaw
SCHBY
Wayne Scott Hon
Rich Daly Yam
Scott Ghidiu Kaw
Greg Frutchey Kaw
Paul Turo Suz
PLUS 25 AM
Joe Brillo Kaw
Rich Fields Kaw
Dan Murphy Kaw
Leon Whaley Kaw
Eric Leisner Hon
PLUS 25 EX
Greg Nelson Suz
Doug Fleming Kaw
Mike Corning Kaw
Gene Hickman Kaw
Tim Lariviere Hon
SR AM
Stephen Brand Suz
Bryan Malyszek Hon
Terry Hoatland Hon
Kevin Amo Kaw
Steve Haskell Suz
SR EX
Dan Field Kaw
Mike Murray KTM
Gene Nighman Kaw
Rick Bisson Hon
Brice Stratton Yam
S/SR
Thomas Ghidiu Kaw
Leon Whaley KTM
T. Seller Kaw
Michael Huber Hon
Dwayne Berg Kaw
200 NOV
Bill Toomey Yam
Todd Langlois Kaw
David Carrithers Suz
Chad Birchler Suz
Jason Tyminsei Kaw
125 AM
Wayne Scott Hon
Jon Rightmire Suz
Robert Brown Kaw
Rich Daly Yam
Justin Berg Kaw
125 EX
Billy Silvarole Kaw
Quinn Bentley Kaw
Rob Nessel Kaw
Bruce Stratton Yam
Mike Corning Kaw
250 AM
Justin Berg Kaw
Ben Trask Hon
Jason Langley Hon
Jeff Frutchey Yam
Michael Brady Kaw
250 EX
Chris Coleman Yam
Bruce Stratton Yam
Greg Nelson Suz
Richard Clarke Suz
Paul VanHatten Hon
OPEN NOV
Todd Langios Kaw
Rob Stilwell KTM
Jeff Byrd Yam
Jason Little Yam
Brian Dean Suz
OPEN AM
George Austin Kaw
Tom Tutt Hon
OPEN EX
Tom Tutt Hon
OPEN EX
Doug Fleming Kaw
Miek Murray KTM
Mark Kawryga Hon
Jeff Cheney Kaw
Tony Whaley Hon
VINT
Brian Stickles Hon
Tracy Updyke Hon
Gary Bush Kaw
Dave Sherwood Kaw
Dan Fields Suz

Motocross
Mosier Valley MX
Euless, TX
Aug. 2
By Renee Cordray

250 NOV
Brian Townsend Kaw
Mark McNeil Yam
Alan Davis Kaw
John Carter Kaw
Brian Holland Hon
60
Dusty Fountain Kaw
Scotty Trimble Kaw
Gerald Bradley Jr. Kaw
Joshua Fails Kaw
OVER 30
Richad Pae Hon
Lance Vickers Hon
Ralph Robinson Kaw
Chuck Daggett Kaw
H.C. Tredway Kaw
50
Dusty Fountain Yam
Lynn Nickerson Yam
Logan Williams Yam
Toby Troberman Yam
Rickey Daniels Yam
80 BEG
Jeff Young Kaw
David Lott Kaw
Michael Medford Jr. Kaw
Jesse Simmons Suz
Travis Wendel Suz
80 NOV
Charley Bogard Kaw
Jeff Smith Suz
Kris Neubauer Suz
William Hitchcock Suz
Chris Cadieux Yam
125 BEG A
Stephen Nowak Hon
Brad Coroer Kaw
Kevin Mills Hon
Chad Bacon Kaw
Brad Simpson Kaw
125 BEG B
David Eilenberger Kaw
Robby Wood Suz
Jose Nava Hon
Michael Torano Yam
Robert Johnson Kaw
125 NOV
Dee Wood Kaw
Greg Rose Kaw
Shawn Mardis Hon
Russ Ochooley Kaw
Craig Trotter Yam
250 BEG
Joe Walker Suz
James Stainton Yam
Mark Trotter Kaw
Jimmy Broussard Yam
Rick Northcutt Hon
80 OPEN
Charley Bogard Kaw
Jeff Smith Suz
Kris Neubauer Suz
Ryan Rector Kaw
William Hitchcock Suz
OVER 25
Mark McNeill Yam
Albert Diaz Suz
Anthony Crockett Kaw
Brian Rick Hon
Mike Dozier Yam
125 OPEN
Chris Safrit Suz
Russ Schooley Kaw
Kenneth Tackett Suz
Robert Johnson Kaw
COMB INT
Doug Gill Hon
Mike Shirley Kaw
Teddy Moody Kaw
Charlie Barnett Suz
Jerry Hill Jr. Suz
COMB EX
Jason Langford Yam
Dennis Hawthorne Kaw
Clay Hoenshell Suz
Kent Elliff Suz

Motocross
MX 338
Southwick, MA
July 24
By Clovis Goyette

85 BEG
Jason Monroe Kaw
Michael Banks Hon
Jarad Golitko Kaw
Brock Friedman Hon
Adam Weiner Suz
85 JR
John Schneider Hon
Adrian Colon Kaw
G. Collette Suz
Shane O'Connor Suz
Ryan Heilman Suz
85 ADV
Patrick Outericky Kaw
Clint Rooney Hon
Jerry Lashway Kaw
Ryan Kaichen Kaw
Richard Rogers Suz
125 YTH BEG
Mark Waterman Kaw
Dennis Collier Hon
John DeBartolo Suz
Paul Dlugos Kaw
Kevin Bulk Yam
125 YTH JR
Tim Abbot Yam
Bill Delanzo Hon
R. Muller
Davis Menard Suz
Thomas Samolis
125 YTH ADV
Keith Troccoli Kaw
Larry Lashway Kaw
Jason Steiner Suz
Brian Gingras Kaw
Michael Wilcox Hon
125 NOV
Mark Crease Suz
Chris Bower Suz
Chris Wilk Suz
Kevin Frappier Hon
Dan Curran Suz
125 AM
Adam Dupont Suz
Dennis Bourque Hon
B. Turgeon
Christian Harris Suz
Eric Soucy Hon
125 EX
Badger Dzielak Hon
Patrick Barton Suz
Tony Lorusso Yam
Joe Waddington Suz
Randy McCann Kaw
250 NOV
Billy Delanzo Hon
Don Shales Hon
Todd Bennett Hon
Frank Brown Hon
Robb Cannon Suz
200+ AM
Christian Wagner Hon
Scott Gothers Hon
Michael Wainio Suz
Marc Paulhus Suz
Dean Onners Suz
200+ EX
Joe Waddington Suz
Randy McCann Kaw
Scott Sheak Kaw
Pat Barton Suz
Badger Dzeilak Hon
OPEN NOV
Ed Bill Kaw
Scott Carr Hon
Bruce Andurskiewicz Yam
Larry Forget Yam
Steven Moriarty Hon
OPEN AM
Scott Hancock Hon
Brian Murray Suz
Mark Cokeie Suz
VET EX
Don Grahn Hon
Joe Mikalson Hon
Jim Meehan Suz
David Clemence KTM
Richard Crooker KTM
VET AM
Andy Smith Yam
Norman Hebert Kaw
Mark Malonson Hon
Chris Knuth Hon
Jack Weaver Yam
SR EX
Don Grahn Hon
Dave Clemence KTM
Joe Ferrini Yam
Buzz Povall
George Denke Suz
SR AM
Jack Weaver Yam
Gary Mikalson Yam
Richard Pinard Suz
John Barone Sr. Hon
Louie Colon Kaw
SR NOV
Jim Jarvi Hon
Robert Swatik KTM
Scott Carr Hon
Bruce Andurskiewicz Yam
Jim Seery KTM

Observed Trials
AVTA
Douglas, KS
Aug. 4

MSTR
Shan Moore Fan
Loy Burnett Bet
Allen Guyot Fan
Dennis Burnett Bet
Jim Westcott Apr
INT
Steve Nutch Fan
Marvin Edgington Fan
Rick Rexroat Bet
Bryon Byrd Yam
David Meyer Yam
SR
Dale Reynolds Yam
Dean Metzger Fan
Tommy Moore Yam
AM
Bryan Byrd Yam
David Meyer Yam
Butch Lathron Bet
Ken Bishop Bet
NOV
Danny Christy Bet
Kenny Simnett Yam
Charley Hayes Fan
Marion Cassidy Apr

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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CAMEL FILTERS

14 mg. "tar", 1.0 mg. nicotine av. per cigarette by FTC method.

SURGEON GENERAL'S WARNING: Smoking Causes Lung Cancer, Heart Disease, Emphysema, And May Complicate Pregnancy.

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